

DCN 1620 **1995 DEFENSE BASE CLOSURE AND
REALIGNMENT COMMISSION**

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**LAUGHLIN AFB,
TEXAS**

**MARK A. PROSS
SENIOR ANALYST
AIR FORCE TEAM**

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

LAUGHLIN AIR FORCE BASE, TEXAS

INSTALLATION MISSION

An Air Education and Training Command (AETC) base. The base is included in the Undergraduate Flying Training category. The major unit is the 47th Flying Training Wing, which provides specialized undergraduate pilot training (UPT) in 21 T-1A, 48 T-37B, and 51 T-38A aircraft. The base was activated in October 1942 and named for 1st Lieutenant Jack T. Laughlin, a B-17 pilot killed over Java in 1942.

DOD RECOMMENDATION

None.

COMMISSION ALTERNATIVE

The Commission added Laughlin AFB for consideration for closure or realignment.

STAFF COMMENTS

- The Air Force has one more Undergraduate Flying Training (UFT)--Pilot and Navigator--base than necessary to support Air Force pilot training requirements consistent with the DoD Force Structure Plan.
- Laughlin AFB ranked number one overall when compared with other UFT bases (Reese AFB, Columbus AFB, Randolph AFB, and Vance AFB) when evaluated on various measures of merit using staff-revised weighting.
 - Laughlin AFB ranked highest in such factors as weather (crosswinds and density altitude), airspace availability (volume and distance to training areas), and encroachment. It ranked low in airfields. It ranked last in such factors as maintenance facilities and ground training facilities.
- Laughlin AFB also ranked number one when compared with other UFT bases (Reese AFB, Columbus AFB, Randolph AFB, and Vance AFB) when evaluated on various measures of merit using corrected Air Force data.
 - Laughlin AFB ranked highest in such factors as weather (crosswinds and density altitude), airspace availability (volume and distance to training areas), and encroachment. It ranked low in airfields. It ranked last in such factors as maintenance facilities and ground training facilities.
- Laughlin AFB is characterized as the best UPT base for primary training.
 - It has the best flying weather.
 - It has unencroached airfields.

- It has unlimited airspace potential.
- It has mission flexibility as a former Strategic Air Command base.

COST CONSIDERATIONS (Level)

- One-Time Costs: \$ 25.9 million
- Net Costs (Savings) During Implementation: \$ 59.9 million savings
- Annual Recurring Savings: \$ 21.7 million
- Return on Investment Year: 1999 (2 Years)
- Net Present Value Over 20 Years: \$266.5 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	869	745	162
Reductions	282	101	0
Realignments	587	644	162
Total:	869	745	162

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

<u>Recommendation</u>	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
Close Laughlin AFB	(1,031)	(1,218)	0	0	(1,031)	(1,218)

ENVIRONMENTAL CONSIDERATIONS

- Investigation of environmental contamination is under way.

REPRESENTATION

Governor: George W. Bush, Jr.
 Senators: Phil Gramm
 Kay Bailey Hutchison
 Representative: Henry Bonilla (23)

ECONOMIC IMPACT

- Potential Employment Loss (1996-2001): 3,046 jobs (2,249 direct/797 indirect)
- Val Verde County, TX, MSA Job Base: 16,109 jobs
- Percentage: 18.9 percent decrease
- Cumulative Economic Impact (1994-2001): 18.9 percent decrease

MILITARY ISSUES

- \$1.4 million in Military Construction Cost Avoidance at Laughlin AFB listed in COBRA.
- Air Force Air Education and Training Command Capacity Analysis assumes four UPT bases only:
 - Excludes Randolph AFB: performs no UPT, only Undergraduate Navigator Training (UNT) and Pilot Instructor Training (PIT).
 - Excludes Sheppard AFB: performs some UPT, mainly Euro-NATO Jet Pilot Training (ENJJPT).
 - Excludes Hondo Municipal Airport and USAF Academy Airfields: perform Flight Screening only.
 - Assumes Specialized UPT at each base, i.e., all three training aircraft types present (T-1, T-37/JPATS, and T-38) to train pilots for Primary, Bomber/Fighter, and Airlift/Tanker.
- Air Force UPT Capacity Analysis:
 - Based analysis on meeting Air Force Pilot Training Requirements (PTR) only.
 - Assumes 5-day work week to allow recovery capacity for unforeseen impacts.
 - Capacity expressed in "UPT graduate equivalents."

CAPACITY	
COLUMBUS	408
LAUGHLIN	424
REESE	392
VANCE	396
SUBTOTAL	1,620
CLOSE LOWEST	- 392
TOTAL	1,228

REQUIREMENT	
BOMBER/FIGHTER	394
AIRLIFT/TANKER	592
FIXED-WING UPGRADE	4
FMS	31
SUBTOTAL	1,021
INTRO, FTR FUND	57
TOTAL	1,078

CAPACITY	1,228
PTR	- 1,078
	150

(12 percent EXCESS)

- Need for Excess
 - JPATS Transition 100
 - Instructor Crossflow (T-37 to T-38): 39
 - Operations beyond 95 percent capacity will be compromised

COMMUNITY CONCERNS/ISSUES

- The community stresses that the military value of a pilot training base is driven predominantly by two factors: good weather and unencumbered airspace.
 - Laughlin AFB loses fewer sorties to weather than any other Air Force pilot training base.

- This factor accounts for improved student training, fewer review flights, and higher pilot training productivity at reduced cost to the taxpayer.
- The airspace around Laughlin AFB is devoid of airways and airlines.
 - No current or foreseeable encroachment exists within the airspace structure.
 - Laughlin AFB provides a safe flying environment for students and does not conflict with commercial or general aviation.
- Laughlin AFB has the capacity to absorb additional military or civilian missions, such as drug interdiction.
- The community is concerned about the economic impact on Del Rio, Texas, a small border community, if Laughlin AFB is closed.
- The community raised some specific questions about the Joint Cross-Service Group on UPT analysis regarding hangar space, airspace, quality of life and family housing units, weather attrition, the number of military training routes available, encroachment, and flight safety.

ITEMS OF SPECIAL EMPHASIS

- Since the Air Force configures each of its UPT bases nearly the same, the Joint Cross-Service Group on UPT analysis could be suspect, since it showed the functional value of Reese AFB substantially inferior to the other bases.

Mark A. Pross/Air Force Team/June 1, 1995

DRAFT

BASE VISIT REPORT LAUGHLIN AIR FORCE BASE, TEXAS

JUNE 7, 1995

LEAD COMMISSIONER: Al Cornella

OTHER COMMISSIONERS:

Benjamin Montoya (RADM, USN Ret)
Joe Robles (Maj General, USA Ret)
Ms Wendi Steele

COMMISSION STAFF: Frank Cirillo

LIST OF ATTENDEES:

- Lt. General Bill Boles, Vice Commander, Air Education and Training Command
- Col. Timothy A. Peppe, Commander, 47th Flying Training Wing
- Col John McNabb, Vice Commander, 47th FTW
- Congressman Henry Bonilla
- Mayor Alfredo Gutierrez, Mayor, Del Rio, TX
- State Rep. Pete Gallego
- Judge Ray Kirkpatrick, Community
- BG (Ret) Albert Gagliardi, Community
- Mr. Mike Champness, Community
- Mr. Skardon Baker, Community
- Mr. Arthur Troilo, Community

BASE'S PRESENT MISSION:

An Air Education and Training Command (AETC) base. The base is included in the Undergraduate Flying Training category. The major unit is the 47th Flying Training Wing, which provides specialized undergraduate pilot training (UPT) in 40 T-1A, 80 T-37B, and 56 T-38A aircraft. The base was activated in October 1942 and named for 1st Lieutenant Jack T. Laughlin, a B-17 pilot killed over Java in 1942.

SECRETARY OF DEFENSE RECOMMENDATION:

None

SECRETARY OF DEFENSE JUSTIFICATION:

None

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MAIN FACILITIES REVIEWED:

- Mission and community briefings in Wq Headquarters Building
- Drive by of all base facilities to include military family housing and base supply
- Bldg 68 Maintenance Complex, to include briefing by Chief of Maintenance, Mr. Wood
- Bldg 320, Operations Training Complex, to include training concept briefings and student/instructor discussions hosted by Col McClure
- Pointed out numerous facility projects completed or underway

KEY ISSUES IDENTIFIED

- Staff presented each Commissioner with a folder including two letters and related correspondence from Congressman Combest. The correspondence included discussion of data errors and questions forwarded by Congressman Combest to be addressed at Commissioners discretion during the three "Adds" base visits. Many questions were addressed during the visit
- One Auxiliary field with the next closest divert base being the San Antonio area
- It was noted that some NATO students (Italy) receive UPT at Laughlin as compared to Sheppard AFB on case by case basis depending on the level of training desired. The Sheppard course is 40 hours longer, thus less expensive
- A lot of discussion ensued on quality of life factors with the overall base assessment being that reduced level of social activity is positive for students - less distractions, a wash for families and a negative for instructors
- Lt. General Boles noted that USAF assessment showed three bases clearly in Tier I and one in Tier III. All bases are good and the assessment just displayed which bases should not close
- It was noted that each student gets approximately 200 hours in the T-37 and T-38/T-1, 60 hours in the simulator and 100 hours in the classroom
- Base noted its major factors were great weather and clear airspace. Noted benefit of nearest major airport being 150 miles away. 338 thunderstorm free days a year. High sortie rate
- Laughlin has an all USAF civilian maintenance force - won the Daedalion maintenance award in 1993. The civilian conversion occurred as a result of an A-76 study and has proven very beneficial
 - Mr. Bob Woods commented that Laughlin has been selected as the UPT Regional Engine Center for the J-69 and J-85 engines. He commented that the Two Level maintenance will not impact this. He noted that engine repair rates always better the command average
- Upon questioning, base noted that "capacity" is based on a complex informal algorithm using pavement, airspace and potential sorties as factors. Base raved on proximity and usefulness of its airspace. There are no FAA Jet Routes in the inner MOA rings
- PTR at laughlin was 165 with capacity of 480 graduates per year
- Base has a formal partnership with the Val Verde Memorial Hospital. Base hospital has seven beds, with Val Verde having 59. Other community partnerships were noted(e.g. education)
- Base Military Family Housing undergoing a whole house upgrade for 260/280 houses with 230 complete. It is mandatory for students to live on base
- Base Operations Training Complex noted as command unique and a positive training factor
- Major facilities improvement/completion since BRAC data call

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COMMUNITY CONCERNS RAISED:

- Commission went to a community hosted breakfast and returned via a major community demonstration of support. Some estimates put the crowd at 1/3 to 1/2 of the town's 32,000 population
- Al Gagliardi (Brig Gen., USAF, Ret) gave the Del Rio Military Affairs Association presentation
- "Simply, it's the best!!!"
- Noted shortfalls in the DoD, Joint Cross-Service, UPT Working Group analysis
 - Did not assess flight safety
 - Did not address reality, i.e., Randolph ranked high, Navy better than USAF, others
 - Did not assess flying training mission ratings
 - Did not properly consider the major mission factor weightings (Weather, Airspace, Encroachment)
- Noted weather attrition differences between 1993 and 1995 data calls that were not consistent considering the factors are ten year averages; one example was Reese 1993 rate was 27.1 (lost days), yet its 1995 factor was 19.8 - the planning factor for Reese is 27 which tends to support the 1993 figures
- Noted Jet Route tracks not near Laughlin airspace
- Noted and referenced numerous past military leaders sending letters favoring Laughlin as the best UPT location
- Keyed on severe economic impact on community if Laughlin were to close, the highest percentage impact for any UPT base for both % per capita income/% job loss; (Laughlin-14.2%/20.9%, Columbus-8.1%/5.4%, Reese-5.7%/2.0%, Vance-5.6%/9.4%)
- Commented that 1991 and 1995 DBCRC analysis ranked Laughlin #1 (UPT excluded in 1993)

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- Further define and display the differences in costs per student for final deliberations. (Initial figures were presented to Commissioner Steele)
- Assess why UPT-JCSG evaluation of Laughlin maintenance facilities was so low as compared to other UPT bases. (Initial assessment given to Commissioner Cornella was that since the "status in time" information in the data call, three major facilities projects were completed)
- Further review the reasons for the differences in 1993 and 1995 weather attrition factors

WAG
Please Follow up



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*USAF BASE FACT SHEET
LAUGHLIN AIR FORCE BASE, TEXAS*

MAJCOM/LOCATION/SIZE: AETC base six miles east of Del Rio with 4,696 acres

MAJOR UNIT/FORCE STRUCTURE:

- 47th Flying Training Wing
 - Provides undergraduate pilot training
 - 21 T-1A, 48 T-37B, and 51 T-38A

USAF MANPOWER AUTHORIZATIONS: (As of FY 95/2)

MILITARY--ACTIVE	1,077
CIVILIAN	<u>881</u>
TOTAL	1,958

ANNOUNCED ACTIONS:

- The 47th Flying Training Wing began receiving the first of its 39 T-1A aircraft in mid-1993. There is no manpower impact. (The final number of T-1A aircraft may be adjusted).

MILITARY CONSTRUCTION PROGRAM (\$000):

FISCAL YEAR 94:

Fire Station	2,400
Upgrade Airfield Lighting	3,000
Upgrade Airfield Pavement	<u>3,250</u>
TOTAL	8,650

FISCAL YEAR 95:

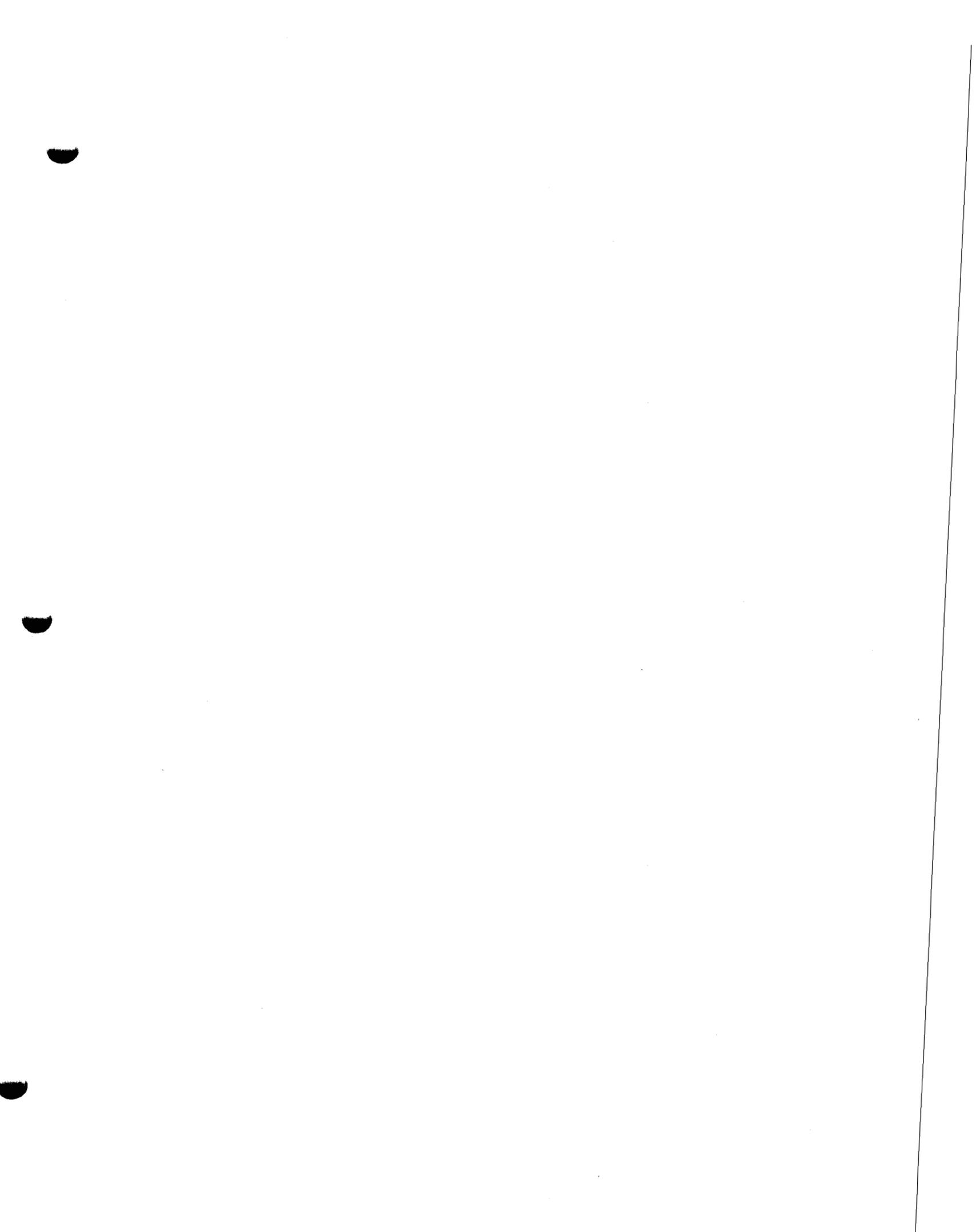
Improve Family Housing (62 Units) [MFH 713]	3,761
Media Blast Module (Base Closure)*	<u>2,999</u>
TOTAL	6,760

Note: * Project forecast for funding by the Base Closure Account. Associated with the 1991 Defense Base Closure and Realignment Commission recommendation to close Williams AFB, AZ.

SIGNIFICANT INSTALLATION ISSUES/PROBLEMS: None

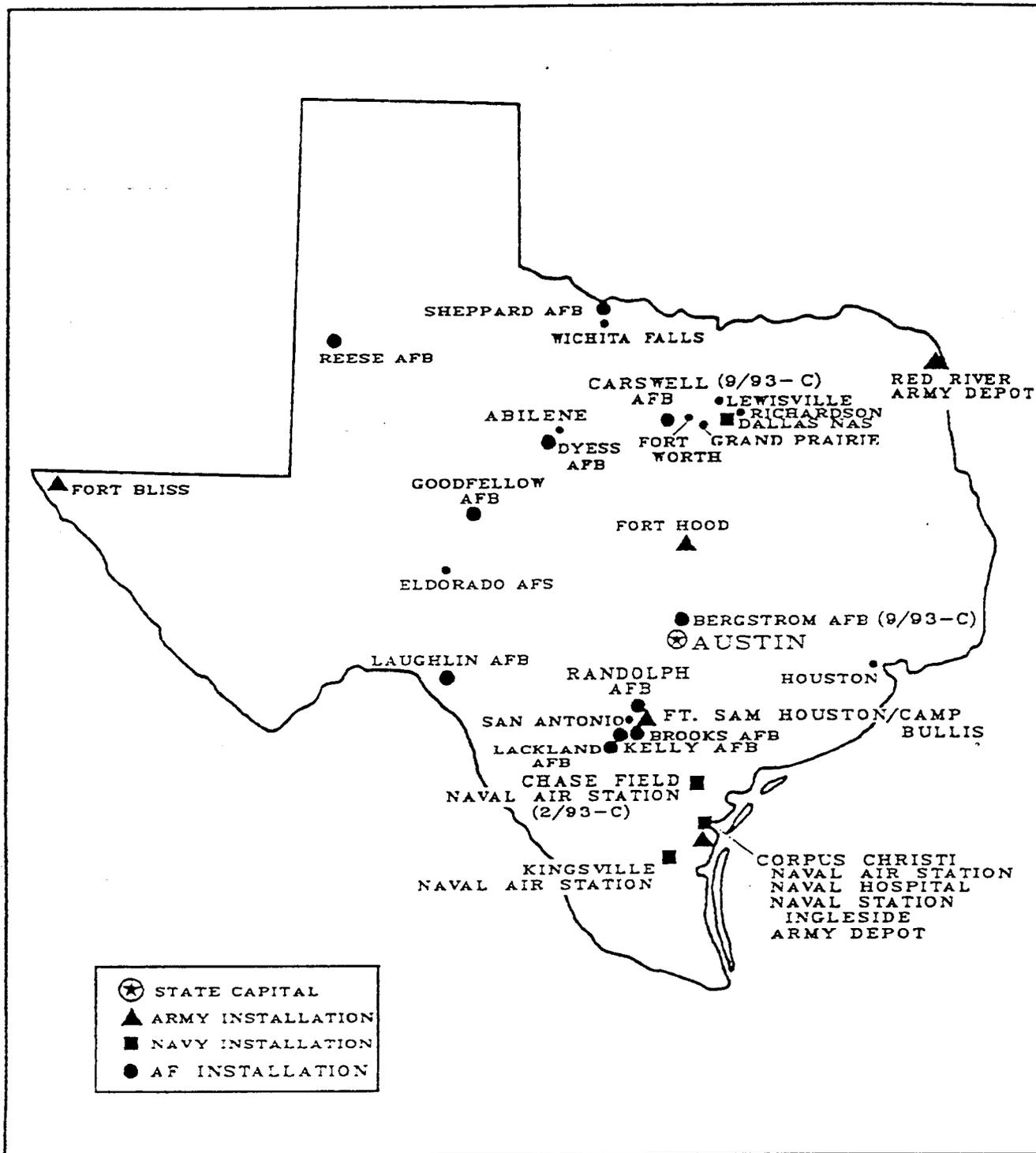
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TEXAS



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Operations and Reports

TEXAS

FISCAL YEAR 1994

(DOLLARS IN THOUSANDS)

Personnel/Expenditures	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities		
I. Personnel - Total	271,840	142,401	34,473	88,230	6,736		
Active Duty Military	102,544	53,953	6,076	42,515	0		
Civilian	54,341	20,281	1,994	25,330	6,736		
Reserve & National Guard	114,955	68,167	26,403	20,385	0		
II. Expenditures - Total	\$15,346,504	\$5,587,481	\$2,641,691	\$5,806,517	\$1,310,815		
A. Payroll Outlays - Total	7,201,074	3,088,752	710,561	3,183,886	217,875		
Active Duty Military Pay	2,585,447	1,319,835	237,585	1,028,027	0		
Civilian Pay	1,751,277	705,033	66,018	762,351	217,875		
Reserve & National Guard Pay	243,639	150,266	30,949	62,424	0		
Retired Military Pay	2,620,711	913,618	376,009	1,331,084	0		
B. Prime Contracts Over \$25,000 Total	8,145,430	2,498,729	1,931,130	2,622,631	1,092,940		
Supply and Equipment Contracts	3,458,801	498,379	543,614	1,376,686	1,040,122		
RDTE Contracts	1,744,152	675,217	840,598	217,862	10,475		
Service Contracts	2,292,966	734,965	505,895	1,009,763	42,343		
Construction Contracts	522,571	463,228	41,023	18,320	0		
Civil Function Contracts	126,940	126,940	0	0	0		
Major Locations of Expenditures	Expenditures			Major Locations of Personnel	Military and Civilian Personnel		
	Total	Payroll Outlays	Prime Contracts		Total	Active Duty Military	Civilian
Fort Worth	\$2,451,622	\$189,070	\$2,302,552	Fort Hood	33,695	29,552	4,143
San Antonio	2,271,483	1,630,004	641,479	Kelly AFB	19,317	4,650	14,667
Fort Hood	1,159,423	857,030	302,393	Fort Bliss	18,175	16,123	2,052
Dallas	939,598	136,735	802,863	Lackland AFB	16,437	13,464	2,973
Corpus Christi	614,491	274,702	339,789	Fort Sam Houston	12,514	8,640	3,874
Fort Bliss	608,710	488,367	120,343	Randolph AFB	8,025	5,165	2,860
Houston	451,397	108,447	342,950	Shep AFB/Wich Falls	7,998	6,519	1,479
Grand Prairie	390,250	23,033	367,217	Corpus Christi	6,019	1,852	4,167
Shep AFB/Wich Falls	383,887	204,525	179,362	Dyess AFB	5,490	5,043	447
Austin	370,752	146,817	223,935	Brooks AFB	3,390	1,798	1,592
Prime Contracts Over \$25,000 (Prior Three Years)	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities		
Fiscal Year 1993	\$9,010,273	\$2,484,013	\$1,708,662	\$3,701,601	\$1,115,997		
Fiscal Year 1992	8,671,793	2,695,313	1,454,931	3,311,311	1,210,238		
Fiscal Year 1991	10,225,414	2,400,595	1,758,415	4,592,133	1,474,271		
Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State	Total Amount	Major Area of Work					
		FSC or Service Code Description	Amount				
1. TEXTRON INC	\$984,510	RDTE/Aircraft-Engineering Development		\$643,829			
2. LOCKHEED CORPORATION	713,483	Aircraft Fixed Wing		410,671			
3. TEXAS INSTRUMENTS INCORPORATED	687,808	Guided Missile Components		155,219			
4. GENERAL DYNAMICS CORPORATION	611,673	Aircraft Fixed Wing		614,049			
5. LTV AEROSPACE AND DEFENSE CO	276,036	RDTE/Missile and Space Systems-Advanced De		211,690			
Total of Above	\$3,273,510	(40.2% of total awards over \$25,000)					

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 Directorate for Information
 Operations and Reports

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A	CAMP BULLIS					
	CORPUS CHRISTI ARMY DEPOT	93	DBCRC	ONGOING	REALGNUP	1993 DBCRC: Repair and maintenance capabilities for H-1 and H-60 helicopters realigned from NADEP Pensacola, FL; scheduled FY 95
	FORT BLISS	88	DEFBRAC	COMPLETE	REALGNDN	1988 DEFBRAC: Realign basic training to Fort Jackson, SC; completed FY 91
	FORT HOOD	90/91	PRESS/DBCRC	COMPLETE	REALGNUP	1990 PRESS: Inactivate 2nd Armored Division (one brigade left intact); completed FY 90
	FORT SAM HOUSTON	90/91	PRESS/DBCRC	COMPLETE	REALGNUP	1991 DBCRC: 5th Infantry Division (Mechanized) [redesignated 2nd Armored Division] realigned from Fort Polk, LA; completed FY 94 1990 PRESS: Convert Health Services Command to a Medical Command (Canceled by Army)
	LONE STAR ARMY AMMUNITION PLANT					1991 DBCRC: Trauma research realigned from Letterman Army Institute of Research, Presidio of San Francisco, CA (Change to 1988 SECDEF Commission recommendation); completed FY 93
	LONGHORN ARMY AMMUNITION PLANT	90	PRESS	ONGOING	LAYAWAY	1990 PRESS: Layaway; scheduled FY 95

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	RED RIVER ARMY DEPOT	88/90/93	DEFBRAC/PR/DBCRC	ONGOING	REALGNUP	1988 DEFBRAC: Ammunition mission realigned from Pueblo Army Depot, CO; scheduled FY 92-94 1990 PRESS: Realign supply function (Changed by Public Law 101-510) 1993 DBCRC: Realign tactical missile maintenance to Letterkenny Army Depot, PA; scheduled FY 94-97 Wheeled vehicle maintenance realigned from Tooele Army Depot, UT; scheduled FY 94-97 Assume command and control of Tooele Depot Activity; scheduled FY 97

SAGINAW ARMY AIRCRAFT PLANT

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CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	BERGSTROM AFB	90/91/93	PR/DBCRC/DBCRC	COMPLETE	REALIGN	<p>1990 Press Release indicated Closure.</p> <p>1991 DBCRC: CLOSED (Realigned) - retain Reserves. (Completed September 30, 1993) Directed retiring assigned RF-4s and deactivation of the 67th Tactical Reconnaissance Wing. Regional Corrosion Control Facility to remain if economical and the Air Force Reserve units to remain in a cantonment area if the base is converted to a civilian airport. Directed the 12 AF Headquarters, 12th Tactical Intelligence Squadron and the 602nd Tactical Air Control Squadron to relocate to Davis-Monthan AFB, AZ. Directed the 712th Air Support Operations Center Squadron be relocated to Fort Hood, TX (USA).</p> <p>1993 DBCRC: Commission did not accept DoD recommendation to relocate reserve forces from the cantonment area to Carswell AFB, TX. 704th Fighter Squadron (AFRES) and 924th Fighter Group (AFRES) will remain in cantonment area until at least the end of 1996. Close or relocate the Regional Corrosion Control Facility by September 30, 1994 unless civilian airport authority assumes responsibility for operating and maintaining that facility before that date.</p>
	BROOKS AFB	91	DBCRC	ONGOING	REALGNUP	<p>1991 DBCRC: Directed several realignments to Brooks AFB from U.S.Army Laboratories as follows; Laser bioeffects research from Letterman Army Institute of Research, Persidio of San Francisco, CA. Microwave bioeffects research from Walter Reed Institute of Research, Washington, D.C. Heat Physiology research from U.S.Army Institute of Environmental Medicine, Natick, MA.</p>

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	CARSWELL AFB	88/91/93	BRAC/DBCRC/DBCR	COMPLETE	REALIGN	<p>1988 DEFBRAC: Directed transfer of KC-135s from Closing Pease AFB, NH to Eaker, Wurtsmith, Fairchild, Plattsburg and Carswell AFB. (See 1991 DBCRC for other bases.)</p> <p>1991 DBCRC: CLOSED (Realigned) - retain Reserves - Convert to USNR Base. (Completed Sep 30, 1993) Directed transfer of assigned B-52s to Barksdale AFB, LA. Directed transfer of assigned KC-135s to the Air Reserve Component (in a cantonment area). Directed the transfer of the 436th Strategic Training Squadron to Dyess AFB, TX. Directed existing AFRES units remain in a cantonment area.</p> <p>1993 DBCRC: Changes transfer of 436TS fabrication function from Dyess to Luke AFB, AZ and the 436TS maintenance training function to Hill AFB, UT. Rest of the 436TS continues to move to Dyess AFB, TX. Also, Carswell will revert to Navy control with movement of Navy Reserve units from NAS Dallas, Detroit, Memphis and Cecil Field. (Net Navy Personnel movement into Carswell is 1487 Mil and 1493 Civ.)</p>
	DYESS AFB	91/93	DBCRC/DBCRC	ONGOING	REALGN	<p>1991 DBCRC: Directed relocating the 436th Strategic Training Squadron from Closing Carswell AFB, TX to Dyess AFB.</p> <p>1993 DBCRC: Not all functions of 436TW move. Some now go to Hill AFB, UT and some go to Luke AFB, AZ. Net loss of 23 Mil.</p>
	ELDORADO AFS					
	ELLINGTON FIELD AGS					
	GARLAND AGS					

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	GOODFELLOW AFB	88/91	DEFBRAC/DBCRC	ONGOING	REALGN	<p>1988 DEFBRAC: Directed realignment of 25 courses (including fire fighting, fire truck operation and maintenance, and fuel-inspection training) from Closing Chanute AFB, IL. Other technical training courses also realigned to Sheppard (52), Keesler (22), and Lowry (45) AFBs. (See 1991 DBCRC).</p> <p>1991 DBCRC: Directed that all technical training from Closing Lowry AFB, CO be redistributed to the remaining technical training centers or relocated to other locations. Directed the realignment of the fuels training from Goodfellow AFB to Sheppard AFB, TX and the realignment of the technical training fire course to Goodfellow AFB unless a satisfactory and cost-effective contract can be arranged.</p>
	KELLY AFB	93	DBCRC	ONGOING	REALIGN	<p>1993 DBCRC: Gained 15 support equipment maintenance personnel from Closing Newark AFB, OH.</p>
	LA PORTE AGS					
	LACKLAND AFB	93	DBCRC	ONGOING	RELIGNUP	<p>1993 DBCRC: Inter-American Air Forces Academy will be relocated from Homestead AFB, FL to Lackland for a net gain of 129 Mil and 22 Civ personnel.</p>
	LAUGHLIN AFB					
	RANDOLPH AFB	91	DBCRC	ONGOING	REALGNUP	<p>1991 DBCRC: Directed movement of 323rd Flying Training Wing from Closing Mather AFB to Randolph AFB rather than to Beale AFB as directed by 90 DEFBRAC.</p>
	REESE AFB					

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	SHEPPARD AFB	88/91/93	BRAC/DBCRC/DBCR	RCMD	REALGN	<p>1988 DEFBRAC: Directed relocation of 52 classes (including aircraft engine, propulsion, maintenance, and aircrew life-support training) from Closing Chanute AFB, IL to Sheppard AFB. Also relocated classes to Keesler (22), Goodfellow (25), and Lowry (45) AFBs. (See 1991 DBCRC).</p> <p>1991 DBCRC: Directed that all technical training from Closing Lowry AFB, CO be redistributed to the remaining technical training centers or relocated to other locations. Directed the realignment of the fuels training from Goodfellow AFB, TX to Sheppard AFB and the realignment of the technical training fire course to Goodfellow AFB unless a satisfactory and cost-effective contract can be arranged.</p> <p>1993 DBCRC: Redirect 1988 Chanute AFB closure directed class relocation; new recommendation moves 16 Metals Tech Non-Destructive Inspection and Aircraft Structural Maintenance training courses to Naval Air Station, Memphis, TN (rather than to Sheppard) and than move with them to NAS Pensacola, FL. Obviates \$17.5M in MILCON at Sheppard AFB, TX but will require \$16.4 MILCON at Pensacola.</p>
N	N/MRC ABILENE	93	DBCRC	CLOSED	CLOSE	<p>1993 DBCRC: Recommended closure of the Navy/Marine Corps Reserve Center at Abilene, TX because its capacity is excess to projected requirements.</p>
	NAS CHASE FIELD	90/91	PRESS/DBCRC	ONGOING	CLOSE	<p>1990 PRESS: DOD Secretary proposed NAS Chase Field as a closure in his 1990 press release.</p> <p>1991 DBCRC: Recommended closing the facility rather than closing and retaining it as an OLF.</p>
	NAS CORPUS CHRISTI					

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAS DALLAS	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of NAS Dallas and relocation of its aircraft, personnel, equipment, and support to Carswell AFB, TX.
	NAS KINGSVILLE					
	NAVAL HOSPITAL CORPUS CHRISTI					
	NAVAL STATION GALVESTON	88	DEFBRAC	CLOSED	CLOSE	1988 DEFBRAC: Recommended stopping construction of the new Naval Station and closing the facility. Ships planned to be homeported there will be relocated to the new Naval Station at Ingleside, TX.
	NAVAL STATION INGLESIDE					
	NRF MIDLAND	93	DBCRC	CLOSED	CLOSE	1993 DBCRC: Recommended closure of NRF Midland, TX because its capacity is in excess of projected requirements.

Economic Impact Data

Activity: LAUGHLIN AFB

Economic Area: Val Verde County, TX

Impact of Proposed BRAC-95 Action at LAUGHLIN AFB:

Total Population of Val Verde County, TX (1992):	40,700
Total Employment of Val Verde County, TX, BEA (1992):	16,109
Total Personal Income of Val Verde County, TX (1992 actual):	\$454,291,000
BRAC 95 Total Direct and Indirect Job Change:	(3,046)
BRAC 95 Potential Total Job Change Over Closure Period (% of 1992 Total Employment)	(18.9%)

		<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>Total</u>	
Relocated Jobs:	MIL	0	0	0	(749)	0	0	0	0	(749)	
	CIV	0	0	0	(644)	0	0	0	0	(644)	
Other Jobs:	MIL	0	0	0	(282)	0	0	0	0	(282)	
	CIV	0	0	0	(574)	0	0	0	0	(574)	
BRAC 95 Direct Job Change Summary at LAUGHLIN AFB:											
	MIL	0	0	0	(1,031)	0	0	0	0	(1,031)	
	CIV	0	0	0	(1,218)	0	0	0	0	(1,218)	
	TO	0	0	0	(2,249)	0	0	0	0	(2,249)	
										Indirect Job Change:	(797)
										Total Direct and Indirect Job Change:	(3,046)

Other Pending BRAC Actions at LAUGHLIN AFB (Previous Rounds):

	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0

Val Verde County, TX Profile:

Civilian Employment, BLS (1993): 15,173 Average Per Capita Income (1992): \$11,167

Annualized Change in Civilian Employment (1984-1993) Annualized Change in Per Capita Personal Income (1984-1992)

Employment:	431	Dollars:	\$453
Percentage:	3.5%	Percentage:	5.1%
U.S. Average Change:	1.5%	U.S. Average Change:	5.3%

Unemployment Rates for Val Verde County, TX and the US (1984 - 1993):

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>
Local	12.7%	15.9%	20.7%	16.1%	15.3%	13.5%	12.3%	12.2%	12.6%	10.7%
U.S.	7.5%	7.2%	7.0%	6.2%	5.5%	5.3%	5.5%	6.7%	7.4%	6.8%

1 Note: Bureau of Labor Statistics employment data for 1993, which has been adjusted to incorporate revised methodologies and 1993 Bureau of the Census metropolitan area definitions are not fully compatible with 1984 - 1992 data.

Economic Impact Data

Activity: LAUGHLIN AFB

Economic Area: Val Verde County, TX

Cumulative BRAC Impacts Affecting Val Verde County, TX:

Cumulative Total Direct and Indirect Job Change:	(3,046)
Potential Cumulative Total Job Change Over Closure Period (% of 1992 Total Employ	(18.9%)

		<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>Total</u>
Other Proposed BRAC 95 Direct Job Changes in Economic Area (Excluding LAUGHLIN AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other Pending Prior BRAC Direct Job Changes in Economic Area (Excluding LAUGHLIN AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Cumulative Direct Job Change in Val Verde County, TX Statistical Area (Including LAUGHLIN AFB)										
	MIL	0	0	0	(1,031)	0	0	0	0	(1,031)
	CIV	0	0	0	(1,218)	0	0	0	0	(1,218)
	TO	0	0	0	(2,249)	0	0	0	0	(2,249)

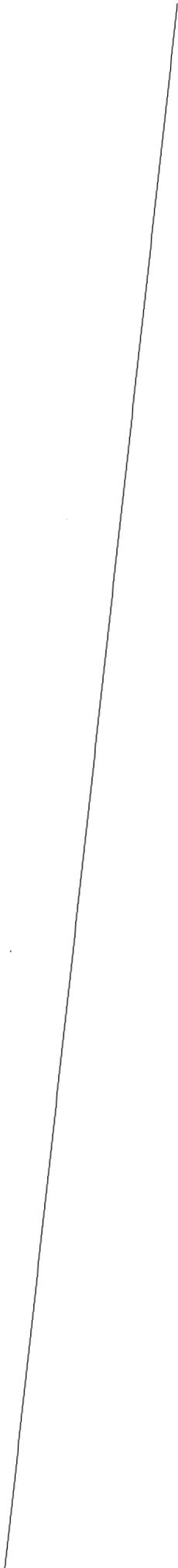
Cumulative Indirect Job Change:	(797)
Cumulative Total Direct and Indirect Job Change:	(3,046)

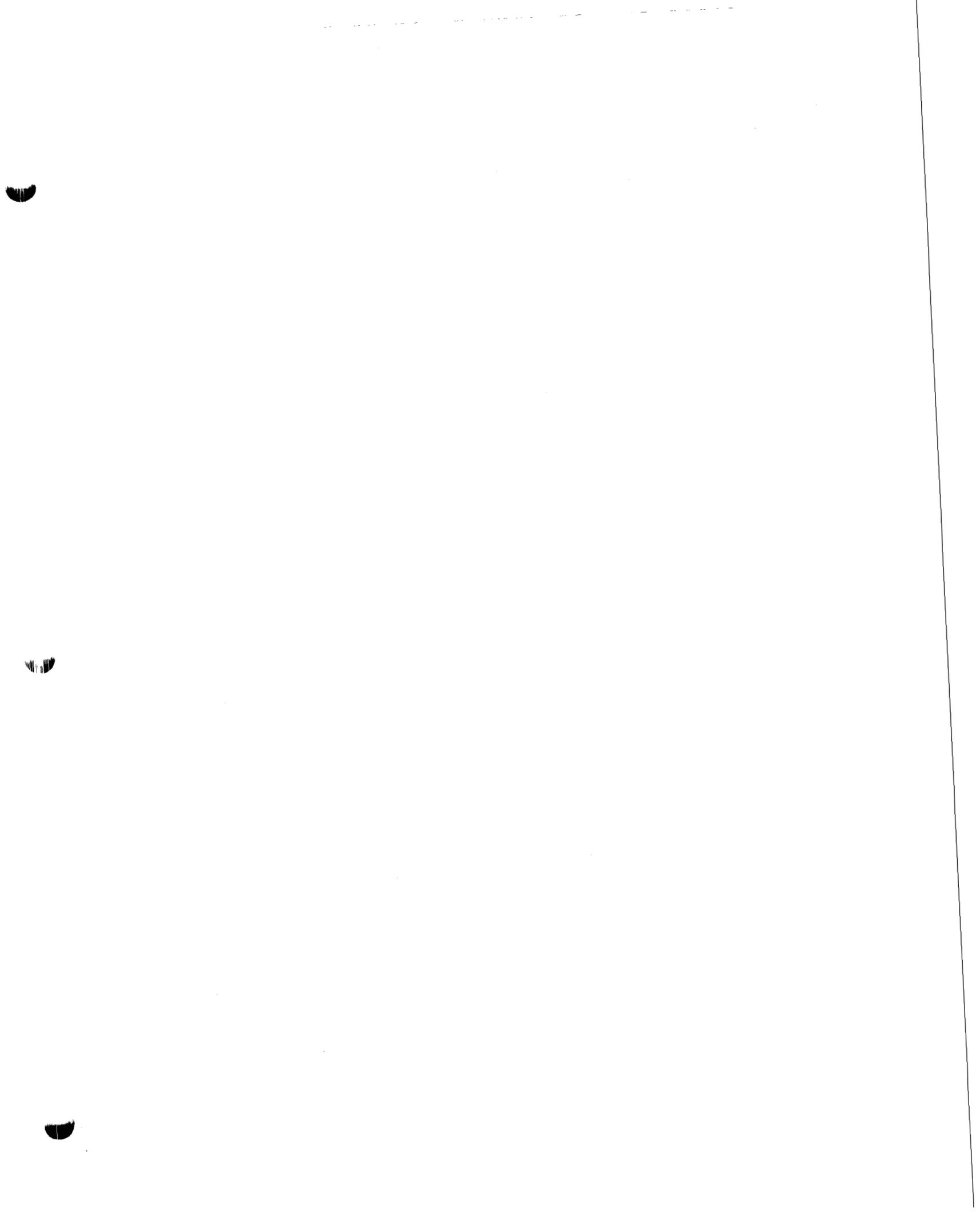


DRAFT

LAUGHLIN AIR FORCE BASE, TEXAS

1. Do you agree or disagree with the Joint Cross-Service Group on Undergraduate Pilot Training and the Air Force's Base Closure Executive Group analyses on undergraduate pilot training? Why?
2. Since all undergraduate flying training bases are ranked so closely, what characteristics distinguish Laughlin Air Force Base from the other bases?
3. If Laughlin Air Force Base is closed, the potential employment loss in the Val Verde County, Texas, region could total over 3,000 jobs between 1996 and 2001. This represents a 19 percent decrease in the employment base. What impact would closure of Laughlin Air Force Base have on the community of Del Rio, Texas?





Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

Starting Year : 1996
 Final Year : 1997
 ROI Year : 1998 (1 Year)

NPV in 2015(\$K): -478,431
 1-Time Cost(\$K): 56,163

Net Costs (\$K)	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	-931	4,221	0	0	0	0	3,290	0
Person	0	-9,807	-32,822	-32,822	-32,822	-32,822	-141,097	-32,822
Overhd	493	1,761	-5,280	-5,280	-5,280	-5,280	-18,865	-5,280
Moving	2,300	13,898	0	0	0	0	16,198	0
Missio	0	0	0	0	0	0	0	0
Other	5,575	18,796	490	0	0	0	24,861	0
TOTAL	7,437	28,869	-37,612	-38,102	-38,102	-38,102	-115,613	-38,102

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	115	0	0	0	0	115
Enl	0	396	0	0	0	0	396
Civ	0	249	0	0	0	0	249
TOT	0	760	0	0	0	0	760

	1996	1997	1998	1999	2000	2001	Total
POSITIONS REALIGNED							
Off	0	242	0	0	0	0	242
Enl	0	211	0	0	0	0	211
Stu	0	258	0	0	0	0	258
Civ	0	611	0	0	0	0	611
TOT	0	1,322	0	0	0	0	1,322

Summary:

 COMMISSION REQUEST. DOES NOT REFLECT AIR FORCE POSITION

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

	Costs (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	469	4,221	0	0	0	0	4,690	0
Person	0	7,680	2,153	2,153	2,153	2,153	16,292	2,153
Overhd	3,610	9,965	9,401	9,401	9,401	9,401	51,178	9,401
Moving	2,300	14,609	0	0	0	0	16,909	0
Missio	0	0	0	0	0	0	0	0
Other	5,575	18,796	490	0	0	0	24,861	0
TOTAL	11,954	55,271	12,043	11,553	11,553	11,553	113,930	11,553

	Savings (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,400	0	0	0	0	0	1,400	0
Person	0	17,488	34,975	34,975	34,975	34,975	157,389	34,975
Overhd	3,117	8,204	14,680	14,680	14,680	14,680	70,043	14,680
Moving	0	711	0	0	0	0	711	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	4,517	26,403	49,656	49,656	49,656	49,656	229,543	49,656

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/3
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Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	469	4,221	0	0	0	0	4,690
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	1,564	0	0	0	0	1,564
Civ Retire	0	361	0	0	0	0	361
CIV MOVING							
Per Diem	0	872	0	0	0	0	872
POV Miles	0	39	0	0	0	0	39
Home Purch	0	3,903	0	0	0	0	3,903
HHG	0	2,508	0	0	0	0	2,508
Misc	0	257	0	0	0	0	257
House Hunt	0	657	0	0	0	0	657
PPS	0	2,160	0	0	0	0	2,160
RITA	0	1,604	0	0	0	0	1,604
FREIGHT							
Packing	0	268	0	0	0	0	268
Freight	0	26	0	0	0	0	26
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	269	0	0	0	0	269
OTHER							
Program Plan	753	565	0	0	0	0	1,318
Shutdown	2,857	0	0	0	0	0	2,857
New Hire	0	0	0	0	0	0	0
1-Time Move	2,300	0	0	0	0	0	2,300
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	77	0	0	0	0	77
POV Miles	0	65	0	0	0	0	65
HHG	0	1,855	0	0	0	0	1,855
Misc	0	317	0	0	0	0	317
OTHER							
Elim PCS	0	3,333	0	0	0	0	3,333
OTHER							
HAP / RSE	0	951	0	0	0	0	951
Environmental	2,845	2,845	0	0	0	0	5,690
Info Manage	0	0	0	0	0	0	0
1-Time Other	2,730	15,000	490	0	0	0	18,220
TOTAL ONE-TIME	11,954	43,718	490	0	0	0	56,163

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/3
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Department : Air Force
 Option Package : Laughlin Commission
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RECURRINGCOSTS	1996	1997	1998	1999	2000	2001	Total	Beyond
----(\$K)----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	9,401	9,401	9,401	9,401	9,401	47,003	9,401
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	2,153	2,153	2,153	2,153	2,153	10,764	2,153
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	11,553	11,553	11,553	11,553	11,553	57,767	11,553
TOTAL COST	11,954	55,271	12,043	11,553	11,553	11,553	113,930	11,553
ONE-TIME SAVES	1996	1997	1998	1999	2000	2001	Total	
----(\$K)----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	1,400	0	0	0	0	0	1,400	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	711	0	0	0	0	711	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1,400	711	0	0	0	0	2,111	
RECURRINGSAVES	1996	1997	1998	1999	2000	2001	Total	Beyond
----(\$K)----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	1,500	3,001	3,001	3,001	3,001	3,001	16,505	3,001
O&M								
RPMA	1,617	3,403	3,403	3,403	3,403	3,403	18,632	3,403
BOS	0	1,800	8,276	8,276	8,276	8,276	34,906	8,276
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	5,807	11,614	11,614	11,614	11,614	52,262	11,614
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	4,523	9,047	9,047	9,047	9,047	40,711	9,047
Enl Salary	0	7,157	14,315	14,315	14,315	14,315	64,416	14,315
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	3,117	25,692	49,656	49,656	49,656	49,656	227,432	49,656
TOTAL SAVINGS	4,517	26,403	49,656	49,656	49,656	49,656	229,543	49,656

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/3
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 Option Package : Laughlin Commission
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ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	-931	4,221	0	0	0	0	3,290	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	1,925	0	0	0	0	1,925	
Civ Moving	0	12,295	0	0	0	0	12,295	
Other	5,910	834	0	0	0	0	6,745	
MIL PERSONNEL								
Mil Moving	0	4,935	0	0	0	0	4,935	
OTHER								
HAP / RSE	0	951	0	0	0	0	951	
Environmental	2,845	2,845	0	0	0	0	5,690	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	2,730	15,000	490	0	0	0	18,220	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	10,554	43,007	490	0	0	0	54,051	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	Beyond
FAM HOUSE OPS	-1,500	-3,001	-3,001	-3,001	-3,001	-3,001	-16,505	-3,001
O&M								
RPMA	-1,617	-3,403	-3,403	-3,403	-3,403	-3,403	-18,632	-3,403
BOS	0	7,600	1,124	1,124	1,124	1,124	12,097	1,124
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-5,807	-11,614	-11,614	-11,614	-11,614	-52,262	-11,614
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-11,681	-23,361	-23,361	-23,361	-23,361	-105,126	-23,361
House Allow	0	2,153	2,153	2,153	2,153	2,153	10,764	2,153
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-3,117	-14,138	-38,102	-38,102	-38,102	-38,102	-169,664	-38,102
TOTAL NET COST	7,437	28,869	-37,612	-38,102	-38,102	-38,102	-115,613	-38,102

INPUT DATA REPORT (COBRA v5.08)
 Data As Of 07:49 06/12/1995, Report Created 09:10 06/12/1995

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
-----	-----
COLUMBUS, MS	Realignment
LAUGHLIN, TX	Closes in FY 1997
REESE, TX	Realignment
VANCE, OK	Realignment
BASE X	Realignment

Summary:

 COMMISSION REQUEST. DOES NOT REFLECT AIR FORCE POSITION

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
COLUMBUS, MS	LAUGHLIN, TX	935 mi
LAUGHLIN, TX	REESE, TX	367 mi
LAUGHLIN, TX	VANCE, OK	599 mi
LAUGHLIN, TX	BASE X	1,000 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	36	0	0	0	0
Enlisted Positions:	0	6	0	0	0	0
Civilian Positions:	0	84	0	0	0	0
Student Positions:	0	47	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to REESE, TX

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	69	0	0	0	0
Enlisted Positions:	0	17	0	0	0	0
Civilian Positions:	0	244	0	0	0	0
Student Positions:	0	107	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to VANCE, OK

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	70	0	0	0	0
Enlisted Positions:	0	15	0	0	0	0
Civilian Positions:	0	217	0	0	0	0
Student Positions:	0	104	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	67	0	0	0	0
Enlisted Positions:	0	173	0	0	0	0
Civilian Positions:	0	66	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: COLUMBUS, MS

Total Officer Employees:	378	RPMA Non-Payroll (\$K/Year):	2,511
Total Enlisted Employees:	535	Communications (\$K/Year):	1,347
Total Student Employees:	152	BOS Non-Payroll (\$K/Year):	18,100
Total Civilian Employees:	221	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	87.0%	Family Housing (\$K/Year):	4,376
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	14
Enlisted VHA (\$/Month):	0	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	66	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.10		

} 26,334

Total Officer Employees:	350	RPMA Non-Payroll (\$K/Year):	3,403
Total Enlisted Employees:	519	Communications (\$K/Year):	636
Total Student Employees:	162	BOS Non-Payroll (\$K/Year):	6,424
Total Civilian Employees:	745	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	60.0%	Family Housing (\$K/Year):	3,001
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	48
Enlisted VHA (\$/Month):	0	Homeowner Assistance Program:	Yes
Per Diem Rate (\$/Day):	66	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.10		

} 13,464

LAUGHLIN

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: REESE, TX

Total Officer Employees:	349	RPMA Non-Payroll (\$K/Year):	1,684	} 21,029
Total Enlisted Employees:	411	Communications (\$K/Year):	1,277	
Total Student Employees:	140	BOS Non-Payroll (\$K/Year):	16,527	
Total Civilian Employees:	219	BOS Payroll (\$K/Year):	0	
Mil Families Living On Base:	52.0%	Family Housing (\$K/Year):	1,541	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0	
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA (\$/Month):	73	Activity Code:	75	
Enlisted VHA (\$/Month):	47	Homeowner Assistance Program:	Yes	
Per Diem Rate (\$/Day):	86	Unique Activity Information:	No	
Freight Cost (\$/Ton/Mile):	0.10			

Name: VANCE, OK

Total Officer Employees:	320	RPMA Non-Payroll (\$K/Year):	6,164	} 26,280
Total Enlisted Employees:	378	Communications (\$K/Year):	798	
Total Student Employees:	149	BOS Non-Payroll (\$K/Year):	17,849	
Total Civilian Employees:	95	BOS Payroll (\$K/Year):	0	
Mil Families Living On Base:	34.0%	Family Housing (\$K/Year):	1,469	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0	
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA (\$/Month):	0	Activity Code:	88	
Enlisted VHA (\$/Month):	0	Homeowner Assistance Program:	Yes	
Per Diem Rate (\$/Day):	66	Unique Activity Information:	No	
Freight Cost (\$/Ton/Mile):	0.10			

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll (\$K/Year):	3,655
Total Enlisted Employees:	1,111	Communications (\$K/Year):	947
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing (\$K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	36	Activity Code:	X
Enlisted VHA (\$/Month):	25	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	76	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.10		

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	40	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: LAUGHLIN, TX	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	2,500	15,000	490	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	2,300	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	2,845	2,845	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	1,400	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	2,286	Perc Family Housing ShutDown:				100.0%

Name: REESE, TX	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	20	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	170	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	7	0	0	0	0
Enl Force Struc Change:	0	88	0	0	0	0
Civ Force Struc Change:	0	115	0	0	0	0
Stu Force Struc Change:	0	96	0	0	0	0
Off Scenario Change:	0	-115	0	0	0	0
Enl Scenario Change:	0	-396	0	0	0	0
Civ Scenario Change:	0	-249	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: COLUMBUS, MS

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
T-37 Hangar	OTHER	0	0	1,350

Name: REESE, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
Apron	OTHER	0	0	1,500
Upgrade T-1 Bldg	OTHER	0	0	340

Name: VANCE, OK

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
T-38 Hangar	OTHER	0	0	1,500

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	78,668.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,073.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	36,148.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	46,642.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00% 1997: 2.90% 1998: 3.00%		1999: 3.00% 2000: 3.00% 2001: 3.00%	

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	6,437.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	9,142.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	5,761.00

Department : Air Force
 Option Package : Laughlin Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\LAU16301.CBR
 Std Fctrs File : C:\COBRA\REPORT95\COM-AUDT\FINAL.SFF

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
-----	--	----	-----	--	----
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	()	0
Air Operations	(SF)	0	Optional Category C	()	0
Operational	(SF)	0	Optional Category D	()	0
Administrative	(SF)	0	Optional Category E	()	0
School Buildings	(SF)	0	Optional Category F	()	0
Maintenance Shops	(SF)	0	Optional Category G	()	0
Bachelor Quarters	(SF)	0	Optional Category H	()	0
Family Quarters	(EA)	0	Optional Category I	()	0
Covered Storage	(SF)	0	Optional Category J	()	0
Dining Facilities	(SF)	0	Optional Category K	()	0
Recreation Facilities	(SF)	0	Optional Category L	()	0
Communications Facil	(SF)	0	Optional Category M	()	0
Shipyards Maintenance	(SF)	0	Optional Category N	()	0
RDT & E Facilities	(SF)	0	Optional Category O	()	0
POL Storage	(BL)	0	Optional Category P	()	0
Ammunition Storage	(SF)	0	Optional Category Q	()	0
Medical Facilities	(SF)	0	Optional Category R	()	0
Environmental	()	0			

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Starting Year : 1996
 Final Year : 1997
 ROI Year : 1999 (2 Years)

NPV in 2015(\$K): -266,461
 1-Time Cost(\$K): 25,908

Net Costs (\$K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	-1,400	0	0	0	0	0	-1,400	0
Person	0	-2,395	-13,927	-13,927	-13,927	-13,927	-58,103	-13,927
Overhd	1,662	13,111	-7,733	-7,733	-7,733	-7,733	-16,157	-7,733
Moving	0	14,945	0	0	0	0	14,945	0
Missio	0	0	0	0	0	0	0	0
Other	0	832	0	0	0	0	832	0
TOTAL	262	26,494	-21,660	-21,660	-21,660	-21,660	-59,882	-21,660

	1996	1997	1998	1999	2000	2001	Total	
POSITIONS ELIMINATED								
Off	0	30	0	0	0	0	30	} 282
Enl	0	252	0	0	0	0	252	
Civ	0	101	0	0	0	0	101	
TOT	0	383	0	0	0	0	383	

	1996	1997	1998	1999	2000	2001	Total	
POSITIONS REALIGNED								
Off	0	320	0	0	0	0	320	} 749
Enl	0	267	0	0	0	0	267	
Stu	0	162	0	0	0	0	162	
Civ	0	644	0	0	0	0	644	
TOT	0	1,393	0	0	0	0	1,393	

Summary:

 Close Laughlin

MIL - 1031
 CIV - 745

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

	Costs (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	0	0	0	0	0	0	0	0
Person	0	6,247	2,805	2,805	2,805	2,805	17,466	2,805
Overhd	1,662	20,035	15,931	15,931	15,931	15,931	85,423	15,931
Moving	0	15,867	0	0	0	0	15,867	0
Missio	0	0	0	0	0	0	0	0
Other	0	832	0	0	0	0	832	0
TOTAL	1,662	42,982	18,736	18,736	18,736	18,736	119,589	18,736

	Savings (\$K) Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,400	0	0	0	0	0	1,400	0
Person	0	8,642	16,732	16,732	16,732	16,732	75,569	16,732
Overhd	0	6,924	23,664	23,664	23,664	23,664	101,580	23,664
Moving	0	921	0	0	0	0	921	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,400	16,487	40,396	40,396	40,396	40,396	179,471	40,396

NET PRESENT VALUES REPORT (COBRA v5.08)
 Data As Of 12:32 09/27/1994, Report Created 17:37 04/24/1995

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
1996	262,400	258,865	258,865
1997	26,494,470	25,437,972	25,696,837
1998	-21,659,698	-20,239,408	5,457,428
1999	-21,659,698	-19,697,721	-14,240,293
2000	-21,659,698	-19,170,531	-33,410,824
2001	-21,659,698	-18,657,451	-52,068,275
2002	-21,659,698	-18,158,104	-70,226,379
2003	-21,659,698	-17,672,120	-87,898,499
2004	-21,659,698	-17,199,144	-105,097,643
2005	-21,659,698	-16,738,826	-121,836,469
2006	-21,659,698	-16,290,828	-138,127,298
2007	-21,659,698	-15,854,821	-153,982,119
2008	-21,659,698	-15,430,482	-169,412,601
2009	-21,659,698	-15,017,501	-184,430,102
2010	-21,659,698	-14,615,573	-199,045,675
2011	-21,659,698	-14,224,402	-213,270,077
2012	-21,659,698	-13,843,700	-227,113,778
2013	-21,659,698	-13,473,187	-240,586,965
2014	-21,659,698	-13,112,591	-253,699,556
2015	-21,659,698	-12,761,646	-266,461,202

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	1,173,513	
Civilian Early Retirement	310,636	
Civilian New Hires	0	
Eliminated Military PCS	1,726,032	
Unemployment	231,768	
Total - Personnel		3,441,948
Overhead		
Program Planning Support	2,909,200	
Mothball / Shutdown	2,857,500	
Total - Overhead		5,766,700
Moving		
Civilian Moving	10,371,872	
Civilian PPS	892,800	
Military Moving	3,045,071	
Freight	1,557,279	
One-Time Moving Costs	0	
Total - Moving		15,867,023
Other		
HAP / RSE	832,570	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		832,570

Total One-Time Costs		25,908,242

One-Time Savings		
Military Construction Cost Avoidances	1,400,000	
Family Housing Cost Avoidances	0	
Military Moving	921,590	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		2,321,590

Total Net One-Time Costs		23,586,652

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: COLUMBUS, MS
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----	-----	-----
Total One-Time Costs		0
-----	-----	-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		0
-----	-----	-----
Total Net One-Time Costs		0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: LAUGHLIN, TX
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	1,173,513	
Civilian Early Retirement	310,636	
Civilian New Hires	0	
Eliminated Military PCS	1,726,032	
Unemployment	231,768	
Total - Personnel		3,441,948
Overhead		
Program Planning Support	2,909,200	
Mothball / Shutdown	2,857,500	
Total - Overhead		5,766,700
Moving		
Civilian Moving	10,371,872	
Civilian PPS	892,800	
Military Moving	3,045,071	
Freight	1,557,279	
One-Time Moving Costs	0	
Total - Moving		15,867,023
Other		
HAP / RSE	832,570	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		832,570
-----	-----	-----
Total One-Time Costs		25,908,242
One-Time Savings		
Military Construction Cost Avoidances	1,400,000	
Family Housing Cost Avoidances	0	
Military Moving	921,590	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		2,321,590
-----	-----	-----
Total Net One-Time Costs		23,586,652

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: RANDOLPH, TX
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		-----
Total One-Time Costs		0
-----		-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		-----
Total One-Time Savings		0
-----		-----
Total Net One-Time Costs		0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: REESE, TX
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----		-----
Total One-Time Costs		0
-----		-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		-----
Total One-Time Savings		0
-----		-----
Total Net One-Time Costs		0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: VANCE, OK
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0

Total One-Time Costs		0

One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: BASE X
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----	-----	-----
Total One-Time Costs		0
-----	-----	-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		0
-----	-----	-----
Total Net One-Time Costs		0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: SHEPPARD, TX
 (All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
-----	-----	-----
Total One-Time Costs		0
-----	-----	-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		0
-----	-----	-----
Total Net One-Time Costs		0

Department : Air Force
Option Package : Laughlin Level Play
Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
COLUMBUS	0	0	0	0	0
LAUGHLIN	0	0	0	-1,400	-1,400
RANDOLPH	0	0	0	0	0
REESE	0	0	0	0	0
VANCE	0	0	0	0	0
BASE X	0	0	0	0	0
SHEPPARD	0	0	0	0	0
Totals:	0	0	0	-1,400	-1,400

Department : Air Force
Option Package : Laughlin Level Play
Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

MilCon for Base: LAUGHLIN, TX

All Costs in \$K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
-----						-----
Total Construction Cost:						0
+ Info Management Account:						0
+ Land Purchases:						0
- Construction Cost Avoid:						1,400
-----						-----
TOTAL:						-1,400

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

PERSONNEL SUMMARY REPORT (COBRA v5.08)
 Data As Of 12:32 09/27/1994, Report Created 17:37 04/24/1995

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

PERSONNEL SUMMARY FOR: COLUMBUS, MS

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
378	535	152	221

PERSONNEL REALIGNMENTS:

From Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

TOTAL PERSONNEL REALIGNMENTS (Into COLUMBUS, MS):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
440	562	196	354

PERSONNEL SUMMARY FOR: LAUGHLIN, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
350	519	162	745

PERSONNEL REALIGNMENTS:

To Base: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

To Base: REESE, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

To Base: VANCE, OK

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

To Base: BASE X

	1996	1997	1998	1999	2000	2001	Total
Officers	0	92	0	0	0	0	92
Enlisted	0	168	0	0	0	0	168
Students	0	0	0	0	0	0	0
Civilians	0	155	0	0	0	0	155
TOTAL	0	415	0	0	0	0	415

To Base: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	42	0	0	0	0	42
Enlisted	0	18	0	0	0	0	18
Students	0	30	0	0	0	0	30
Civilians	0	90	0	0	0	0	90
TOTAL	0	180	0	0	0	0	180

TOTAL PERSONNEL REALIGNMENTS (Out of LAUGHLIN, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	320	0	0	0	0	320
Enlisted	0	267	0	0	0	0	267
Students	0	162	0	0	0	0	162
Civilians	0	644	0	0	0	0	644
TOTAL	0	1,393	0	0	0	0	1,393

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	-30	0	0	0	0	-30
Enlisted	0	-252	0	0	0	0	-252
Civilians	0	-101	0	0	0	0	-101
TOTAL	0	-383	0	0	0	0	-383

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: RANDOLPH, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
1,851	2,472	0	3,137

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
1,851	2,472	0	3,137

PERSONNEL SUMMARY FOR: REESE, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
349	411	140	219

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

PERSONNEL REALIGNMENTS:

From Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

TOTAL PERSONNEL REALIGNMENTS (Into REESE, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
411	438	184	352

PERSONNEL SUMMARY FOR: VANCE, OK

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
320	378	149	95

PERSONNEL REALIGNMENTS:

From Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

TOTAL PERSONNEL REALIGNMENTS (Into VANCE, OK):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	62	0	0	0	0	62
Enlisted	0	27	0	0	0	0	27
Students	0	44	0	0	0	0	44
Civilians	0	133	0	0	0	0	133
TOTAL	0	266	0	0	0	0	266

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
382	405	193	228

PERSONNEL SUMMARY FOR: BASE X

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
729	1,111	0	1,166

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

PERSONNEL REALIGNMENTS:

From Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	92	0	0	0	0	92
Enlisted	0	168	0	0	0	0	168
Students	0	0	0	0	0	0	0
Civilians	0	155	0	0	0	0	155
TOTAL	0	415	0	0	0	0	415

TOTAL PERSONNEL REALIGNMENTS (Into BASE X):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	92	0	0	0	0	92
Enlisted	0	168	0	0	0	0	168
Students	0	0	0	0	0	0	0
Civilians	0	155	0	0	0	0	155
TOTAL	0	415	0	0	0	0	415

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
821	1,279	0	1,321

PERSONNEL SUMMARY FOR: SHEPPARD, TX

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
684	2,827	0	1,493

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	6	0	0	0	0	6
Enlisted	0	22	0	0	0	0	22
Students	0	0	0	0	0	0	0
Civilians	0	-106	0	0	0	0	-106
TOTAL	0	-78	0	0	0	0	-78

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
690	2,849	0	1,387

PERSONNEL REALIGNMENTS:

From Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	42	0	0	0	0	42
Enlisted	0	18	0	0	0	0	18
Students	0	30	0	0	0	0	30
Civilians	0	90	0	0	0	0	90
TOTAL	0	180	0	0	0	0	180

TOTAL PERSONNEL REALIGNMENTS (Into SHEPPARD, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	42	0	0	0	0	42
Enlisted	0	18	0	0	0	0	18
Students	0	30	0	0	0	0	30
Civilians	0	90	0	0	0	0	90
TOTAL	0	180	0	0	0	0	180

Department : Air Force
Option Package : Laughlin Level Play
Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
----- 732	----- 2,867	----- 30	----- 1,477

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	644	0	0	0	0	644
Early Retirement*	10.00%	0	64	0	0	0	0	64
Regular Retirement*	5.00%	0	34	0	0	0	0	34
Civilian Turnover*	15.00%	0	97	0	0	0	0	97
Civs Not Moving (RIFs)*+		0	64	0	0	0	0	64
Civilians Moving (the remainder)		0	385	0	0	0	0	385
Civilian Positions Available		0	259	0	0	0	0	259
CIVILIAN POSITIONS ELIMINATED		0	101	0	0	0	0	101
Early Retirement	10.00%	0	10	0	0	0	0	10
Regular Retirement	5.00%	0	5	0	0	0	0	5
Civilian Turnover	15.00%	0	15	0	0	0	0	15
Civs Not Moving (RIFs)*+		0	10	0	0	0	0	10
Priority Placement#	60.00%	0	61	0	0	0	0	61
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	644	0	0	0	0	644
Civilians Moving		0	385	0	0	0	0	385
New Civilians Hired		0	259	0	0	0	0	259
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	74	0	0	0	0	74
TOTAL CIVILIAN RIFS		0	74	0	0	0	0	74
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	61	0	0	0	0	61
TOTAL CIVILIAN NEW HIRES		0	259	0	0	0	0	259

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: COLUMBUS, MS	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT								
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED								
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN								
Civilians Moving		0	133	0	0	0	0	133
New Civilians Hired		0	53	0	0	0	0	53
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS								
		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs								
		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#								
		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES								
		0	53	0	0	0	0	53

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: LAUGHLIN, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	644	0	0	0	0	644
Early Retirement*	10.00%	0	64	0	0	0	0	64
Regular Retirement*	5.00%	0	34	0	0	0	0	34
Civilian Turnover*	15.00%	0	97	0	0	0	0	97
Civs Not Moving (RIFs)*	10.00%	0	64	0	0	0	0	64
Civilians Moving (the remainder)		0	385	0	0	0	0	385
Civilian Positions Available		0	259	0	0	0	0	259
CIVILIAN POSITIONS ELIMINATED		0	101	0	0	0	0	101
Early Retirement	10.00%	0	10	0	0	0	0	10
Regular Retirement	5.00%	0	5	0	0	0	0	5
Civilian Turnover	15.00%	0	15	0	0	0	0	15
Civs Not Moving (RIFs)*	10.00%	0	10	0	0	0	0	10
Priority Placement#	60.00%	0	61	0	0	0	0	61
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	74	0	0	0	0	74
TOTAL CIVILIAN RIFs		0	74	0	0	0	0	74
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	61	0	0	0	0	61
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: RANDOLPH, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: REESE, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	133	0	0	0	0	133
Civilians Moving		0	80	0	0	0	0	80
New Civilians Hired		0	53	0	0	0	0	53
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	53	0	0	0	0	53

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: VANCE, OK	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT								
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED								
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN								
Civilians Moving		0	133	0	0	0	0	133
New Civilians Hired		0	80	0	0	0	0	80
Other Civilian Additions		0	53	0	0	0	0	53
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	53	0	0	0	0	53

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: BASE X	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT								
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED								
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN								
Civilians Moving		0	155	0	0	0	0	155
New Civilians Hired		0	63	0	0	0	0	63
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS								
		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS								
		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#								
		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES								
		0	63	0	0	0	0	63

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: SHEPPARD, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	10.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	90	0	0	0	0	90
Civilians Moving		0	53	0	0	0	0	53
New Civilians Hired		0	37	0	0	0	0	37
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	37	0	0	0	0	37

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	1,173	0	0	0	0	1,173
Civ Retire	0	311	0	0	0	0	311
CIV MOVING							
Per Diem	0	902	0	0	0	0	902
POV Miles	0	48	0	0	0	0	48
Home Purch	0	4,094	0	0	0	0	4,094
HHG	0	2,665	0	0	0	0	2,665
Misc	0	269	0	0	0	0	269
House Hunt	0	707	0	0	0	0	707
PPS	0	893	0	0	0	0	893
RITA	0	1,686	0	0	0	0	1,686
FREIGHT							
Packing	0	282	0	0	0	0	282
Freight	0	1,054	0	0	0	0	1,054
Vehicles	0	178	0	0	0	0	178
Driving	0	43	0	0	0	0	43
Unemployment	0	232	0	0	0	0	232
OTHER							
Program Plan	1,662	1,247	0	0	0	0	2,909
Shutdown	0	2,857	0	0	0	0	2,857
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	95	0	0	0	0	95
POV Miles	0	82	0	0	0	0	82
HHG	0	2,457	0	0	0	0	2,457
Misc	0	411	0	0	0	0	411
OTHER							
Elim PCS	0	1,726	0	0	0	0	1,726
OTHER							
HAP / RSE	0	832	0	0	0	0	832
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,662	24,246	0	0	0	0	25,908

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

RECURRINGCOSTS	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	15,931	15,931	15,931	15,931	15,931	79,656	15,931
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	2,805	2,805	2,805	2,805	2,805	14,024	2,805
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	18,736	18,736	18,736	18,736	18,736	93,681	18,736
TOTAL COST	1,662	42,982	18,736	18,736	18,736	18,736	119,589	18,736
ONE-TIME SAVES	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	1,400	0	0	0	0	0	1,400	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	921	0	0	0	0	921	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1,400	921	0	0	0	0	2,321	
RECURRINGSAVES	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	1,500	3,001	3,001	3,001	3,001	13,504	3,001
O&M								
RPMA	0	1,701	3,403	3,403	3,403	3,403	15,313	3,403
BOS	0	3,722	17,260	17,260	17,260	17,260	72,762	17,260
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,355	4,711	4,711	4,711	4,711	21,199	4,711
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,180	2,360	2,360	2,360	2,360	10,620	2,360
Enl Salary	0	4,555	9,109	9,109	9,109	9,109	40,992	9,109
House Allow	0	552	552	552	552	552	2,758	552
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	15,566	40,396	40,396	40,396	40,396	177,149	40,396
TOTAL SAVINGS	1,400	16,487	40,396	40,396	40,396	40,396	179,471	40,396

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	-1,400	0	0	0	0	0	-1,400	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	1,484	0	0	0	0	1,484	
Civ Moving	0	12,822	0	0	0	0	12,822	
Other	1,662	4,336	0	0	0	0	5,998	
MIL PERSONNEL								
Mil Moving	0	3,849	0	0	0	0	3,849	
OTHER								
HAP / RSE	0	832	0	0	0	0	832	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	262	23,324	0	0	0	0	23,587	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	Beyond
FAM HOUSE OPS	0	-1,500	-3,001	-3,001	-3,001	-3,001	-13,504	-3,001
O&M								
RPMA	0	-1,701	-3,403	-3,403	-3,403	-3,403	-15,313	-3,403
BOS	0	12,209	-1,329	-1,329	-1,329	-1,329	6,894	-1,329
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,355	-4,711	-4,711	-4,711	-4,711	-21,199	-4,711
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-5,735	-11,469	-11,469	-11,469	-11,469	-51,612	-11,469
House Allow	0	2,253	2,253	2,253	2,253	2,253	11,266	2,253
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	3,170	-21,660	-21,660	-21,660	-21,660	-83,468	-21,660
TOTAL NET COST	262	26,494	-21,660	-21,660	-21,660	-21,660	-59,882	-21,660

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: COLUMBUS, MS

ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: COLUMBUS, MS

ONE-TIME NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	4,022	4,022	4,022	4,022	4,022	20,112	4,022
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	432	432	432	432	432	2,162	432
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,455	4,455	4,455	4,455	4,455	22,274	4,455
TOTAL NET COST	0	4,455	4,455	4,455	4,455	4,455	22,274	4,455

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: LAUGHLIN, TX

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	1,173	0	0	0	0	1,173
Civ Retire	0	311	0	0	0	0	311
CIV MOVING							
Per Diem	0	902	0	0	0	0	902
POV Miles	0	48	0	0	0	0	48
Home Purch	0	4,094	0	0	0	0	4,094
HHG	0	2,665	0	0	0	0	2,665
Misc	0	269	0	0	0	0	269
House Hunt	0	707	0	0	0	0	707
PPS	0	893	0	0	0	0	893
RITA	0	1,686	0	0	0	0	1,686
FREIGHT							
Packing	0	282	0	0	0	0	282
Freight	0	1,054	0	0	0	0	1,054
Vehicles	0	178	0	0	0	0	178
Driving	0	43	0	0	0	0	43
Unemployment	0	232	0	0	0	0	232
OTHER							
Program Plan	1,662	1,247	0	0	0	0	2,909
Shutdown	0	2,857	0	0	0	0	2,857
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	95	0	0	0	0	95
POV Miles	0	82	0	0	0	0	82
HHG	0	2,457	0	0	0	0	2,457
Misc	0	411	0	0	0	0	411
OTHER							
Elim PCS	0	1,726	0	0	0	0	1,726
OTHER							
HAP / RSE	0	832	0	0	0	0	832
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	1,662	24,246	0	0	0	0	25,908

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: LAUGHLIN, TX

RECURRINGCOSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0

TOTAL COSTS 1,662 24,246 0 0 0 0 25,908 0

ONE-TIME SAVES -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
CONSTRUCTION								
MILCON	1,400	0	0	0	0	0	1,400	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	921	0	0	0	0	921	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1,400	921	0	0	0	0	2,321	

RECURRINGSAVES -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	1,500	3,001	3,001	3,001	3,001	13,504	3,001
O&M								
RPMA	0	1,701	3,403	3,403	3,403	3,403	15,313	3,403
BOS	0	3,722	17,260	17,260	17,260	17,260	72,762	17,260
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,355	4,711	4,711	4,711	4,711	21,199	4,711
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	1,180	2,360	2,360	2,360	2,360	10,620	2,360
Enl Salary	0	4,555	9,109	9,109	9,109	9,109	40,992	9,109
House Allow	0	552	552	552	552	552	2,758	552
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	15,566	40,396	40,396	40,396	40,396	177,149	40,396

TOTAL SAVINGS 1,400 16,487 40,396 40,396 40,396 40,396 179,471 40,396

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: LAUGHLIN, TX

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	-1,400	0	0	0	0	0	-1,400	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	1,484	0	0	0	0	1,484	
Civ Moving	0	12,822	0	0	0	0	12,822	
Other	1,662	4,336	0	0	0	0	5,998	
MIL PERSONNEL								
Mil Moving	0	3,849	0	0	0	0	3,849	
OTHER								
HAP / RSE	0	832	0	0	0	0	832	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	262	23,324	0	0	0	0	23,587	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-1,500	-3,001	-3,001	-3,001	-3,001	-13,504	-3,001
O&M								
RPMA	0	-1,701	-3,403	-3,403	-3,403	-3,403	-15,313	-3,403
BOS	0	-3,722	-17,260	-17,260	-17,260	-17,260	-72,762	-17,260
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,355	-4,711	-4,711	-4,711	-4,711	-21,199	-4,711
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-5,735	-11,469	-11,469	-11,469	-11,469	-51,612	-11,469
House Allow	0	-552	-552	-552	-552	-552	-2,758	-552
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-15,566	-40,396	-40,396	-40,396	-40,396	-177,149	-40,396
TOTAL NET COST	262	7,758	-40,396	-40,396	-40,396	-40,396	-153,563	-40,396

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: RANDOLPH, TX

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: REESE, TX

ONE-TIME COSTS -----(\$K)-----	1996 -----	1997 -----	1998 -----	1999 -----	2000 -----	2001 -----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: REESE, TX

ONE-TIME NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	4,232	4,232	4,232	4,232	4,232	21,161	4,232
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	485	485	485	485	485	2,423	485
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,717	4,717	4,717	4,717	4,717	23,584	4,717
TOTAL NET COST	0	4,717	4,717	4,717	4,717	4,717	23,584	4,717

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: VANCE, OK ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: VANCE, OK

ONE-TIME NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	5,265	5,265	5,265	5,265	5,265	26,327	5,265
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	432	432	432	432	432	2,162	432
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	5,698	5,698	5,698	5,698	5,698	28,490	5,698
TOTAL NET COST	0	5,698	5,698	5,698	5,698	5,698	28,490	5,698

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: BASE X ONE-TIME COSTS -----(\$K)-----	1996 ----	1997 ----	1998 ----	1999 ----	2000 ----	2001 ----	Total -----
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: BASE X ONE-TIME NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET ----(\$K)----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	1,485	1,485	1,485	1,485	1,485	7,427	1,485
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	1,144	1,144	1,144	1,144	1,144	5,723	1,144
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	2,630	2,630	2,630	2,630	2,630	13,150	2,630
TOTAL NET COST	0	2,630	2,630	2,630	2,630	2,630	13,150	2,630

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: SHEPPARD, TX

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base: SHEPPARD, TX								
ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRING NET	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	925	925	925	925	925	4,628	925
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	311	311	311	311	311	1,554	311
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,236	1,236	1,236	1,236	1,236	6,182	1,236
TOTAL NET COST	0	1,236	1,236	1,236	1,236	1,236	6,182	1,236

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
 Data As Of 12:32 09/27/1994, Report Created 17:37 04/24/1995

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Base	Personnel		SF		
	Change	%Change	Change	%Change	Chg/Per
COLUMBUS	266	21%	0	0%	0
LAUGHLIN	-1,776	-100%	-2,286,000	-100%	1,287
RANDOLPH	0	0%	0	0%	0
REESE	266	24%	0	0%	0
VANCE	266	28%	0	0%	0
BASE X	415	14%	0	0%	0
SHEPPARD	180	4%	0	0%	0

Base	RPMA(\$)			BOS(\$)		
	Change	%Change	Chg/Per	Change	%Change	Chg/Per
COLUMBUS	0	0%	0	4,022,474	21%	15,122
LAUGHLIN	-3,403,000	-100%	1,916	-17,260,000	-100%	9,718
RANDOLPH	0	0%	0	0	0%	0
REESE	0	0%	0	4,232,229	24%	15,911
VANCE	0	0%	0	5,265,501	28%	19,795
BASE X	0	0%	0	1,485,496	14%	3,579
SHEPPARD	0	0%	0	925,575	4%	5,142

Base	RPMABOS(\$)		
	Change	%Change	Chg/Per
COLUMBUS	4,022,474	18%	15,122
LAUGHLIN	-20,663,000	-100%	11,634
RANDOLPH	0	0%	0
REESE	4,232,229	22%	15,911
VANCE	5,265,501	21%	19,795
BASE X	1,485,496	10%	3,579
SHEPPARD	925,575	3%	5,142

RPMA/BOS CHANGE REPORT (COBRA v5.08)
 Data As Of 12:32 09/27/1994, Report Created 17:37 04/24/1995

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

Net Change(\$K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	-1,701	-3,403	-3,403	-3,403	-3,403	-15,313	-3,403
BOS Change	0	12,209	-1,329	-1,329	-1,329	-1,329	6,894	-1,329
Housing Change	0	-1,500	-3,001	-3,001	-3,001	-3,001	-13,504	-3,001
TOTAL CHANGES	0	9,007	-7,733	-7,733	-7,733	-7,733	-21,924	-7,733

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
-----	-----
COLUMBUS, MS	Realignment
LAUGHLIN, TX	Deactivates in FY 1997
RANDOLPH, TX	Realignment
REESE, TX	Realignment
VANCE, OK	Realignment
BASE X	Realignment
SHEPPARD, TX	Realignment

Summary:

 Close Laughlin

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
COLUMBUS, MS	LAUGHLIN, TX	935 mi
LAUGHLIN, TX	REESE, TX	367 mi
LAUGHLIN, TX	VANCE, OK	599 mi
LAUGHLIN, TX	BASE X	1,000 mi
LAUGHLIN, TX	SHEPPARD, TX	412 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	62	0	0	0	0
Enlisted Positions:	0	27	0	0	0	0
Civilian Positions:	0	133	0	0	0	0
Student Positions:	0	44	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	107	0	0	0	0
Heavy/Special Vehicles:	0	136	0	0	0	0

Transfers from LAUGHLIN, TX to REESE, TX

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	62	0	0	0	0
Enlisted Positions:	0	27	0	0	0	0
Civilian Positions:	0	133	0	0	0	0
Student Positions:	0	44	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from LAUGHLIN, TX to VANCE, OK

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	62	0	0	0	0
Enlisted Positions:	0	27	0	0	0	0
Civilian Positions:	0	133	0	0	0	0
Student Positions:	0	44	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	92	0	0	0	0
Enlisted Positions:	0	168	0	0	0	0
Civilian Positions:	0	155	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from LAUGHLIN, TX to SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	42	0	0	0	0
Enlisted Positions:	0	18	0	0	0	0
Civilian Positions:	0	90	0	0	0	0
Student Positions:	0	30	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: COLUMBUS, MS

Total Officer Employees:	378	RPMA Non-Payroll (\$K/Year):	2,511
Total Enlisted Employees:	535	Communications (\$K/Year):	1,347
Total Student Employees:	152	BOS Non-Payroll (\$K/Year):	18,100
Total Civilian Employees:	221	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	87.0%	Family Housing (\$K/Year):	4,376
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	14
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	66	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: LAUGHLIN, TX

Total Officer Employees:	350	RPMA Non-Payroll (\$K/Year):	3,403
Total Enlisted Employees:	519	Communications (\$K/Year):	636
Total Student Employees:	162	BOS Non-Payroll (\$K/Year):	16,624
Total Civilian Employees:	745	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	60.0%	Family Housing (\$K/Year):	3,001
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	48
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Name: RANDOLPH, TX

Total Officer Employees:	1,851	RPMA Non-Payroll (\$K/Year):	4,514
Total Enlisted Employees:	2,472	Communications (\$K/Year):	677
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,065
Total Civilian Employees:	3,137	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing (\$K/Year):	3,864
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	5,154	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	106	Activity Code:	74
Enlisted VHA (\$/Month):	80		
Per Diem Rate (\$/Day):	97	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Name: REESE, TX

Total Officer Employees:	349	RPMA Non-Payroll (\$K/Year):	1,684
Total Enlisted Employees:	411	Communications (\$K/Year):	1,277
Total Student Employees:	140	BOS Non-Payroll (\$K/Year):	16,527
Total Civilian Employees:	219	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	52.0%	Family Housing (\$K/Year):	1,541
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	73	Activity Code:	75
Enlisted VHA (\$/Month):	47		
Per Diem Rate (\$/Day):	86	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Name: VANCE, OK

Total Officer Employees:	320	RPMA Non-Payroll (\$K/Year):	6,164
Total Enlisted Employees:	378	Communications (\$K/Year):	798
Total Student Employees:	149	BOS Non-Payroll (\$K/Year):	17,849
Total Civilian Employees:	95	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	34.0%	Family Housing (\$K/Year):	1,469
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	88
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	66	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll (\$K/Year):	3,655
Total Enlisted Employees:	1,111	Communications (\$K/Year):	947
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing (\$K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	36	Activity Code:	X
Enlisted VHA (\$/Month):	25		
Per Diem Rate (\$/Day):	76	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

Name: SHEPPARD, TX

Total Officer Employees:	684	RPMA Non-Payroll (\$K/Year):	2,444
Total Enlisted Employees:	2,827	Communications (\$K/Year):	843
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	24,888
Total Civilian Employees:	1,493	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	50.0%	Family Housing (\$K/Year):	5,536
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	7,381	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	49	Activity Code:	81
Enlisted VHA (\$/Month):	26		
Per Diem Rate (\$/Day):	72	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.10	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					
		Perc Family Housing ShutDown:				0.0%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	1,400	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	2,286	Perc Family Housing ShutDown:				100.0%

Name: RANDOLPH, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: VANCE, OK

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	0	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	-30	0	0	0	0
Enl Scenario Change:	0	-252	0	0	0	0
Civ Scenario Change:	0	-101	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: SHEPPARD, TX

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	6	0	0	0	0
Enl Force Struc Change:	0	22	0	0	0	0
Civ Force Struc Change:	0	-106	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	78,668.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,073.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	36,148.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	46,642.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	34.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc: Level Playing Field		RSE Homeowner Receiving Rate:	0.00%

Department : Air Force
 Option Package : Laughlin Level Play
 Scenario File : C:\COBRA95\AF\UPTLVL\LAU26601.CBR
 Std Fctrs File : C:\COBRA95\AF\UPTLVL\LEVEL.SFF

STANDARD FACTORS SCREEN TWO - FACILITIES

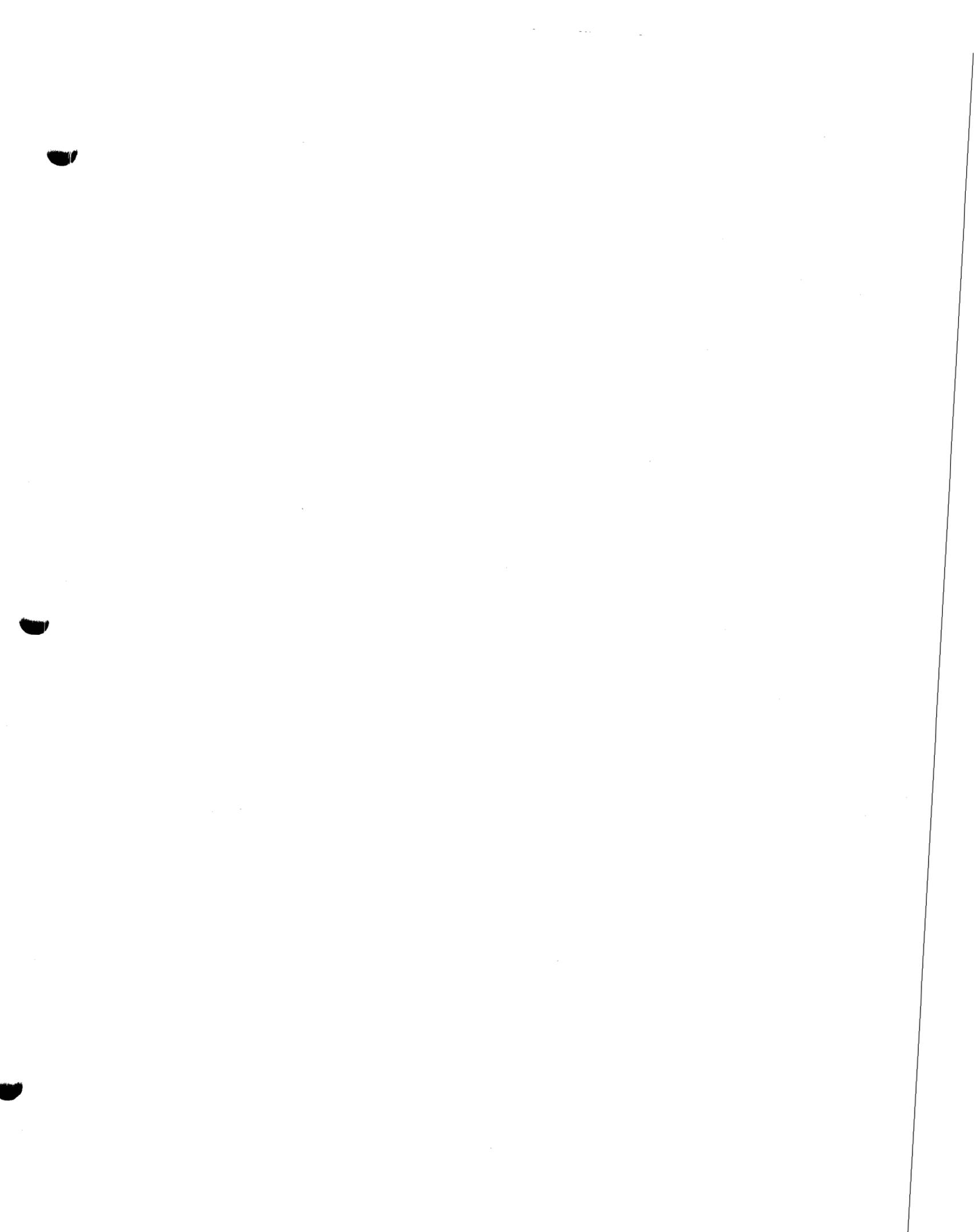
RPMA Building SF Cost Index: 1.00	Rehab vs. New MilCon Cost: 0.00%
BOS Index (RPMA vs population): 1.00	Info Management Account: 0.00%
(Indices are used as exponents)	MilCon Design Rate: 0.00%
Program Management Factor: 10.00%	MilCon SIOH Rate: 0.00%
Caretaker Admin(SF/Care): 162.00	MilCon Contingency Plan Rate: 0.00%
Mothball Cost (\$/SF): 1.25	MilCon Site Preparation Rate: 0.00%
Avg Bachelor Quarters(SF): 256.00	Discount Rate for NPV.RPT/ROI: 2.75%
Avg Family Quarters(SF): 1,320.00	Inflation Rate for NPV.RPT/ROI: 0.00%
APPDET.RPT Inflation Rates:	
1996: 0.00% 1997: 2.20% 1998: 2.60%	1999: 2.80% 2000: 2.80% 2001: 2.90%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb): 710	Equip Pack & Crate(\$/Ton): 284.00
HHG Per Off Family (Lb): 15,000.00	Mil Light Vehicle(\$/Mile): 0.43
HHG Per Enl Family (Lb): 9,000.00	Heavy/Spec Vehicle(\$/Mile): 1.40
HHG Per Mil Single (Lb): 6,400.00	POV Reimbursement(\$/Mile): 0.18
HHG Per Civilian (Lb): 18,000.00	Avg Mil Tour Length (Years): 4.10
Total HHG Cost (\$/100Lb): 35.00	Routine PCS(\$/Pers/Tour): 6,437.00
Air Transport (\$/Pass Mile): 0.20	One-Time Off PCS Cost(\$): 9,142.00
Misc Exp (\$/Direct Employ): 700.00	One-Time Enl PCS Cost(\$): 5,761.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
-----	--	----	-----	--	----
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	()	0
Air Operations	(SF)	0	Optional Category C	()	0
Operational	(SF)	0	Optional Category D	()	0
Administrative	(SF)	0	Optional Category E	()	0
School Buildings	(SF)	0	Optional Category F	()	0
Maintenance Shops	(SF)	0	Optional Category G	()	0
Bachelor Quarters	(SF)	0	Optional Category H	()	0
Family Quarters	(EA)	0	Optional Category I	()	0
Covered Storage	(SF)	0	Optional Category J	()	0
Dining Facilities	(SF)	0	Optional Category K	()	0
Recreation Facilities	(SF)	0	Optional Category L	()	0
Communications Facil	(SF)	0	Optional Category M	()	0
Shipyard Maintenance	(SF)	0	Optional Category N	()	0
RDT & E Facilities	(SF)	0	Optional Category O	()	0
POL Storage	(BL)	0	Optional Category P	()	0
Ammunition Storage	(SF)	0	Optional Category Q	()	0
Medical Facilities	(SF)	0	Optional Category R	()	0
Environmental	()	0			



Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

950403-7

950403-7 (I, O)
 Originated: 03/30/95 Received: 04/03/95 Referred to: SPECIAL Due: / / Closed: 04/07/95 COMPLETE.
 From: GAGLIARDI, ALBERT A. (BRIG GEN, USAF, RET at).
 To: BEYER, MERRILL (AIR FORCE DOD ANALYST at DBCRC).
 Installation(s): LAUGHLIN AFB, TX (F-MXDP).
 Contents: LETTER OF SUPPORT FOR LAUGHLIN AFB. BRIEFING PACKAGE AND BRAC "TESTIMONIALS" GIVEN TO MR BEYER.

950601-22 (I, O)
 Originated: 05/29/95 Received: 06/01/95 Referred to: Due: / / Closed: 06/01/95 NONE REQ.
 From: GAGLIARDI, ALBERT A. (BRIG GEN, USAF, RET at).
 To: BEYER, MERRILL (AIR FORCE DOD ANALYST at DBCRC).
 Installation(s): LAUGHLIN AFB, TX (F-MXDP).
 Contents: FORWARDING CRITIQUE OF THE JOINT CROSS SERVICE WORKING GROUP ANALYSES OF UNDERGRADUATE PILOT TRAINING; SUPPORT
 LAUGHLIN

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950526-22

FROM: COMBEST, LARRY	TO: DIXON
TITLE: U.S. REP (TX)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR				COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER			
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

①	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions		FYI

Subject/Remarks:

CONCERN FOR ANALYSIS OF 4MT AIR FORCE BASES,
PARTICULARLY REESE AND VANCE.

Date: 950528	Routing Date: 950526	Date Originated: 950526	Mail Date:
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LARRY COMBEST
18TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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Congress of the United States
House of Representatives

May 26, 1995

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The Honorable Alan Dixon
Chairman, Base Closure and Realignment
Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number

when recording 950526-22

Dear Mr. Chairman:

I am writing to bring to your attention three important matters related to Air Force pilot training bases under review by your Commission.

First, I want to make sure that you and the other Commissioners are aware that there was an error in the Base Closure and Realignment Commission (BRAC) staff analysis which was briefed to the Commission during the May 10th "add" hearing. You may recall that the staff analysis rated Reese Air Force Base (AFB) as having a tie score with Vance (AFB) (see attached charts). This proved that with a fair analysis, all of the Undergraduate Pilot Training (UPT) bases were close in rating and that Reese AFB was not a Tier III inferior base.

My staff reviewed the BRAC staff analysis and found a computational error which was brought to the staff's attention. Your staff agreed and the corrected analysis rated Reese AFB higher than Vance AFB. I believe this is of sufficient importance that it deserves to be brought to the attention to each Commissioner before they begin their UPT site visits.

I am also tremendously concerned that the Air Force has indicated its decision to send the commander of the Air Education Training Command (AETC) or his deputy to each of the three UPT site visits scheduled for next month. This irregular action did not occur when the BRAC visited Reese AFB; their presence during the upcoming visits would be an unspoken but very clear message to both the BRAC commissioners and the Air Force officers on detail to your Commission, which would jeopardize the impartiality and objectiveness demanded by this process. The Air Force will have a complete opportunity to address the members of the Commission on June 14th.

On a related matter, I want to bring to your attention the fact that the Air Force has completed a "refined COBRA analysis" with respect to Reese AFB. This "refined" analysis concludes that the savings accruing from the closure of Reese AFB would be almost double the COBRA analysis used in the DoD deliberations. This

The Honorable Alan Dixon
May 26, 1995
Page 2

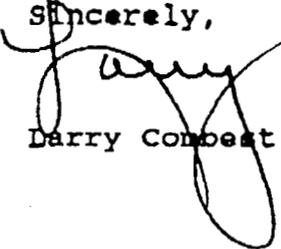
analysis is suspect for a number of reasons, but most importantly it is suspect because no "refined COBRA analysis" has been attempted for the other UPT bases under consideration and thus there is no basis for comparison.

Mr. Chairman, there is one additional concern I have which is that the present projections on pilot training requirements may be seriously underestimated. The current Air Force projections assume that the current retention rate for pilots will continue even though this is unlikely due to a projected surge in civilian airline hiring. There is also to be a likely surge in the requirements for training of Air National Guard and Air Force Reserve pilots in the coming years. I would urge you to press the Air Force for a restatement of their requirements since a UPT base closure will leave only a very modest surge capability.

Mr. Chairman, I know that you have been steadfast in your determination to maintain the integrity and fairness of the BRAC process. It is with that same determination that I ask you to consider these concerns.

I look forward to hearing from you on these matters.

Sincerely,



Darryl Combest

LC/rdl
Attachments - Revised Analysis
Charts

cc: BRAC Commissioners

CATEGORY: UNDERGRADUATE PILOT TRAINING (UP1)
 STAFF ANALYSIS - II
 CORRECT DATA

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Reassignment	VANCE (*) (X) Closure
WEATHER	30	4.7	4.7	7.0	5.8	4.3
AIRSPACE	20	4.1	4.0	5.7	2.8	6.0
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
TOTAL: RANK:	100	6.3 3	6.4 2	7.4 1	4.4 5	6.3 3

UNWEIGHTED AVERAGE	SCORE	RANK	6.75	4	6.83	2	7.35	1	5.10	5	6.80	3
--------------------	-------	------	------	---	------	---	------	---	------	---	------	---

(C) = DoD recommendation for closure
 (X) = Joint Cross-Service Group option for closure
 (*) = Candidate for further consideration

RP-20

**REVISED BASE REALIGNMENT AND CLOSURE COMMISSION
AIR FORCE ONLY ANALYSIS
CORRECTED DATA & CALCULATIONS, AND WEIGHTING/FORMULAS ADJUSTED
ICING DATA AND AIRSPACE OWNED AND SCHEDULED USED**

	WEIGHT	RANDOLPH	VANCE	REESE	LAU	COL			
OF OUTLYING FLDs	0	1	0.0	1	0.0	1	0.0	1	0.0
4 SPEC AIRSPACE	0	0	0.0	Y	0.0	Y	0.0	Y	0.0
5 SPEC AIRSPACE	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
6 SPEC AIRSPACE	0	N	0.0	Y	0.0	Y	0.0	N	0.0
MANAGED TRNG AREA --	0.000001		0.0		0.0		0.0		0.0
18000' > 807	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
% TIME W/THR > 18000'	86	83.80%	2.0	88.40%	0.3	91.00%	6.8	90.80%	6.2
10000' > 807	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
% TIME W/THR > 10000'	46	87.80%	2.8	87.80%	2.8	88.40%	3.1	88.80%	3.5
% TIME CROSSWIND < 18KT	10	88.40%	0.9	87.80%	0.8	83.20%	0.0	88.20%	1.0
% TIME CROSSWIND < 20KT	12	9.10%	1.5	0.20%	1.3	1.40%	0.0	0.10%	1.0
FREEZING PRECIP DAYS	18	2	1.4	19	0.1	17	0.2	7	1.4
ICING IN AREA DAYS	18	1	1.3	30	0.3	50	0.8	10	1.3
% SORTIE PLAN CORRECTED	23	18.00%	0.7	73.30%	1.0	18.80%	7.8	18.00%	4.8
807 PLAN FCTR > 20%	0	Y	0.0	N	0.0	N	0.0	Y	0.0
807 PLAN FCTR > 25%	30	19.00%	2.2	22.30%	1.8	37.00%	0.8	19.00%	2.2
WEATHER --		300	0.8		4.3		4.7		7.0
AMT MOWAA AIRSPACE	100	2434	1.8	77840	4.7	37714	4.6	40426	6.7
AVG DIST TO AIRBASE	40	63.8	0.0	12.3	4.0	32.8	1.4	18.8	3.4
# MTR'S AVAIL	20	18	1.8	32	2.0	14	1.4	10	1.0
NEAREST RUNGE < 80M7	20	Y	2.0	N	0.0	N	0.0	N	0.0
% ATC DAYS > 18 MIN	0	0%	0.0	0%	0.0	0%	0.0	0%	0.0
CNTRC HUD W/IN 100MI	0	N	0.0	N	0.0	N	0.0	N	0.0
# OF SUSPECT AIRWAYS	20	MAXI	3	20	1.3	12	0.8	4	0.3
AIRFIELD TRNG AREA --	300		2.8		8.0		4.1		8.7
807/AUX FLDs	0	1	0.0	1	0.0	1	0.0	1	0.0
807/AUX FLD IFR CAP	0	0	0.0	0	0.0	1	0.0	0	0.0
MEDIAN DIST -- MAX?	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
MED DIST TO AUX/OUT	26	20	2.4	26	2.2	17	2.8	22	2.3
RUNWAY 8000 FT?	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
LOEST MAIN FLD RUNWAY	10	8363	0.7	9200	0.8	10000	1.0	8868	0.8
PRIMARY RUNWAY	60	B	2.0	F	8.0	C	4.3	C	4.3
CONDT OF RUNWAYS	28	69%	1.7	100%	2.8	80%	2.1	69%	2.1
% TAXIWAYS ADQ COND	20	77%	0.8	88%	1.8	32%	0.8	42%	0.8
CONDT OF UTILITIES	10	81%	0.8	97%	1.0	92%	0.9	60%	0.8
% OTHER FAC ADQ COND	10	40%	0.4	68%	0.8	87%	0.9	60%	0.6
AIRFIELDS --	100		6.0		9.2		8.2		7.7
AMT ADD TRNG FAC	14	136828	1.4	26662	0.4	89469	0.8	88320	1.0
CONDITION % ADD CLAS	8	83%	0.4	84%	0.4	100%	0.5	81%	0.5
AMT ADD TRAINERS	14	84223	1.2	78207	1.4	80683	1.1	70688	1.2
CONDITION % ADD TRNR	8	100%	0.8	100%	0.8	100%	0.6	100%	0.6
AMT OTHER TRNG FAC	8	38080	0.4	88638	0.8	81672	0.8	19265	0.2
CONDITION OTHER FAC	4	78%	0.3	100%	0.4	80%	0.4	84%	0.2
GRNF TRNG FAC --	80		8.8		7.8		7.9		7.3
MAINT OPS	60	1	4	1	4	D	8	1	4
ADD HANGARS	28	238498	2.8	168858	1.8	147886	1.7	151248	1.8
# OF HANGARS	12	82%	0.8	84%	0.8	84%	0.8	48%	0.8
AIRCFT MAINT FAC --	100		7.4		8.8		7.4		6.4
1 OTHR PIPILOT FLD	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
2+ QTR PRI PILOT FLD	0	N	0.0	Y	0.0	N	0.0	N	0.0
1 FLD < 30MILES	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
2+ FLDs < 30MILES	0	N	0.0	N	0.0	N	0.0	N	0.0
PROX OTHR SPT FAC --	12-08		0.0		0.0		0.0		0.0
IN ATTAIN/MAINT AREA	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
MOO NONATTAIN/BETTER	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
DELAYS DUE AIR QUAL	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
AIR QUALITY --	12-14		0.0		0.0		0.0		0.0
AUCZ CPLTD ENCOED	90	N	0.0	Y	8.0	Y	8.0	Y	8.0
% UNCOMPAT CLR ZONE	0	0%	0.0	0%	0.0	0%	0.0	0%	0.0
% UNCOMPAT AFZ1	60	23%	0.0	1%	4.8	0%	5.0	0%	1%
% UNCOMPAT AFZ2	40	18%	0.0	18%	0.0	4%	3.1	0%	4.0
REAL ESTATE DISCLOS	20	N	0.0	N	0.0	N	0.0	Y	2.0
CLR ZONE ADQ COMPLTD	0	Y	0.0	Y	0.0	Y	0.0	Y	0.0
ENCROACHMENT --	200		0.0		8.9		8.6		10.0
AMT BOG RMS ADD	0	658	0.0	247	0.0	152	0.0	222	0.0
CONDITION BOG % ADD	0	100%	0.0	100%	0.0	100%	0.0	100%	0.0
AMT BEG RMS ADD	0	821	0.0	442	0.0	482	0.0	400	0.0
CONDITION BEG % ADD	0	100%	0.0	100%	0.0	100%	0.0	100%	0.0
% MTR/SPT FAC AVAIL	0	87%	0.0	70%	0.0	93%	0.0	87%	0.0
AMT MIL HSE ADD	0	845	0.0	230	0.0	400	0.0	864	0.0
CONDITION HSE % ADD	0	77%	0.0	0%	0.0	72%	0.0	64%	0.0
# CHILDCAR WAIT LIST	0	78	0.0	1	0.0	37	0.0	8	0.0
AVG WAIT CHILDREN	0	184	0.0	30	0.0	218	0.0	150	0.0
SERVICES --	12-18		0.0		0.0		0.0		0.0

BRAC STAFF									
CALCULATED SCORE	1000	RND	4.4	VNO	6.3	REE	6.3	LAU	7.4
CORRECTED SCORE	1000		4.8		6.2		6.3		7.8

LARRY COMBEST
15TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

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June 2, 1995

The Honorable Alan Dixon
Defense Base Closure and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Chairman:

As your Commission prepares for the visits to the three Air Force Undergraduate Pilot Training (UPT) bases which were added for consideration, I would like to take the liberty of suggesting some questions which may be of use to the Commissioners and staff.

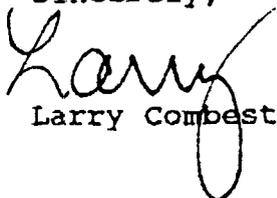
As you know, I believe the Air Force has substantially deviated from the BRAC criteria because they have used flawed data to arrive at their closure recommendation in this category. In fact while the Air Force claimed that Reese was a Tier III base, the BRAC staff using "corrected" data proved that Reese is rated higher than two other UPT bases.

Clearly the UPT category contains four bases which are extremely close in terms of their military value. While I believe that based on BRAC analysis Reese is superior in military value, I believe that using other factors to differentiate the bases may be helpful. In particular, I have in mind Quality of Life factors. Secretary of Defense Perry has emphasized the importance of Quality of Life as a factor in military readiness and the retention of quality personnel.

There are a number of other issues that are important and have a real impact on a flying training base, including airspace, encroachment, and weather.

The attachment questions are provided in the hope of illuminating key issues and important areas of inquiry, so that the Commission can make a fully informed decision.

Sincerely,


Larry Combest

LC/rdl
Attachment

SITE VISIT QUESTIONS**GENERAL COMMENTS AND QUESTIONS FOR ALL THE BASES:****AUXILIARY FIELD**

Reese AFB utilizes the facilities at Lubbock International Airport (LIA) extensively as an auxiliary field. LIA provides a nearby (12 NM) airfield for instrument approach practice and a divert field for all Reese's aircraft types (T-37s, T-38s, and T-1s) at no cost to the Air Force.

QUESTION: Does _____ (Columbus, Laughlin, or Vance) AFB have a field within 30 NM that can provide both instrument training and a divert field for all types of aircraft at the base?

RADAR APPROACH CONTROL FACILITY

The City of Lubbock provides a Radar Approach Control (RAPCON) facility and service for flying training traffic operations at Reese AFB free of charge.

QUESTION: Who provides Radar Approach Control (RAPCON) services for _____ (Columbus, Laughlin, or Vance)?

QUESTION: If the base has its own RAPCON, what facilities does it require and how many military/civilian personnel does it take to provide that service?

MEDICAL RIGHT SIZING

Reese AFB has a "Medical Right Sizing" program in place which utilizes local medical facilities and personnel to save the Air Force \$1M annually.

QUESTION: Does _____ (Columbus, Laughlin, or Vance) have a "Medical Right Sizing" program in place?

LEVEL-ONE TRAUMA CENTER

The life of a young pilot involved in an aircraft accident at Reese AFB was saved recently because there is a level-one trauma center readily available in Lubbock.

QUESTION: For _____ (Columbus, Laughlin, or Vance) AFB, where is the nearest level-one trauma center?

VANCE COMMENTS/QUESTIONS:**ENCROACHMENT**

The City of Enid, Oklahoma is growing to the west and northwest. This area of growth is directly under the departure and arrival routes for Vance's runways. The town of Waukomis is directly off the southern end of Vance's runways. Vance has also indicated that it has encroachment problems associated with the Woodring Airport and with the Lahoma Corridor (a VFR flyway).

QUESTION: Is encroachment a problem at Vance AFB?

QUESTION: With the increase in traffic that will occur if another UPT base closes and the increases that will occur in the future with increased requirements, will the encroachment problems increase?

QUESTION: How many noise complaints does Vance currently get?

WILDLIFE REFUGES

Vance's auxiliary field, Kegelman, is located next to two very large bird/wildlife refuges. The 32,000 acre Salt Plains National Refuge is 1 NM north of Kegelman and the Van Osdal Wildlife Management area is just west of the field.

QUESTION: Does Vance currently get complaints from environmentalist about activities at Kegelman?

QUESTION: Does Vance currently restrict the operations at Kegelman or shut it down for bird activity? If so, how often does the field shut down and for how long?

QUESTION: Does Vance anticipate increased problems in the future as traffic flow increases drastically at Kegelman (possibly 4-fold)?

WHOLE-HOUSE UPGRADES

Vance has 230 housing units of which none have had a "whole-house" upgrade to meet Air Force Standards.

QUESTION: Does Vance have a program to upgrade its housing to the "whole house" standard?

QUESTION: What will it cost to upgrade Vance's housing?

QUESTION: Will there be adequate and affordable on base and off base housing for military families during housing renovation?

MILITARY TRAINING ROUTES

Vance claims to have 32 training routes (MTRs) within 100 NM.

QUESTION: Why with 32 military training routes within 100 NM did Vance find it necessary to create 4 new training routes for the T-1 program?

ON BASE HOUSING

Only 34.3% of all military families at Vance live on base.

QUESTION: Why do so few families live on base?

QUESTION: Can the local economy support a rapid increase in housing requirements?

QUESTION: Will there be adequate and affordable housing available on and off base?

COLUMBUS COMMENTS/QUESTIONS:

ENCROACHMENT

In the 1991 data call, Columbus AFB indicated that they had an airspace encroachment problem with airline operations out of Memphis and Atlanta airline hubs.

QUESTION: Do airline operations at Memphis and Atlanta airports present an encroachment problem to Columbus's airspace today? If not, what changed between 1991 and 1995?

WATER SUPPLY

In Columbus's data call for 1995 it said that the base water supply has "quantity constraints."

QUESTIONS: Will Columbus have adequate water supplies to support near maximum capacity training operations (nearly four times today's rate) in the future?

AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) REQUIREMENTS

Columbus has six on base facilities not cited in accordance with AICUZ requirements.

QUESTION: Does Columbus plan to correct this problem prior to significant increases in operations?

QUESTION: If Columbus does correct the problem what will it cost?

SEWAGE CAPACITY

Columbus is currently using 83% of its sewage capacity.

QUESTION: Can Columbus handle the increase in sewage capacity required when operations nearly quadruple?

QUESTION: What is the plan to provide adequate sewage capacity?

QUESTION: What would it cost to increase capacity?

WHOLE-HOUSE UPGRADES

None of Columbus's houses meet "whole-house" standards of accommodation.

QUESTION: What is the plan for upgrading Columbus's housing and what will it cost?

QUESTION: Will there be adequate and affordable on base and off base housing for military families during housing renovation?

HOUSING AVAILABILITY

Currently 87% of all military families at Columbus AFB live on base.

QUESTION: Considering the impending increases in personnel, will Columbus have adequate and affordable housing on and off base especially during the upgrade of on base housing?

AIRSPACE AVAILABILITY

Columbus only uses its primary Military Operating Airspace (MOA) 44% of the time (5,542 hrs used out of 12,528 scheduled hrs.). Weather is listed as the primary reason for non-use (weather is a factor in non-use 90% of the time).

QUESTION: Why does weather have such a drastic affect on the usability of MOA airspace?

QUESTION: Will there be sufficient airspace capacity when operations increase in the near future?

LAUGHLIN COMMENTS/QUESTIONS:

MEDICAL SERVICE AVAILABILITY

Del Rio, Texas the closest community to Laughlin AFB only provides 0.4 doctors per 1,000 people and 1.6 beds per 1,000 people.

QUESTION: Is that adequate to support nearly maximum capacity flight training in the future? (Reese/Lubbock has 3 doctors and 9 beds per 1,000 people)

WATER CAPACITY

Laughlin is currently using 82% of its available water capacity.

QUESTION: Is the water supply for Laughlin adequate to provide for operations when they nearly quadruple in the future?

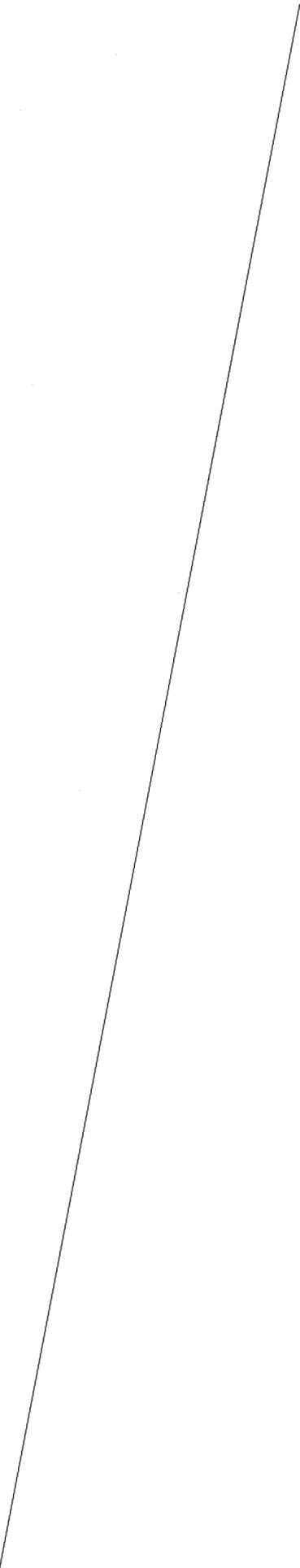
QUESTION: Does Laughlin have a plan to increase water capacity?

QUESTION: What would an increase in the water capacity cost?

HOUSING AVAILABILITY

Data on Laughlin AFB indicates that 60% of all military families at Laughlin live on base.

QUESTION: With the rapid increase in personnel expected in the near future, is there adequate and affordable housing available on and off base?



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950403-7

FROM: BAGLIARDI, ALBERT A	TO: BEYER, MERRILL
RE: BIG GEN, USAF, RET	TITLE: AF DOD ANALYST
ORGANIZATION: LAUGHLIN AFB	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: LAUGHLIN AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR. COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES				MERRILL BEYER			

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature	Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature	Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	FYI

Subject/Remarks:

LETTER OF SUPPORT FOR LAUGHLIN AFB.
BRIEFING PACKAGE AND BRAC "TESTIMONIALS"
GIVEN TO MR BEYER.

Due Date: 950410	Routing Date: 950403	Date Originated: 950330	Mail Date:
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*Del Rio
Military Affairs
Association*

950403-7

49

March 30, 1995

Merrill Beyer
Defense Base Closure
and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Merrill,

I enjoyed talking to you on the phone recently and hope that my remarks will be helpful as you wrestle with the problems of base closure. As I explained to you, I spent virtually my entire Air Force career in the pilot training business to include serving as the wing commander at Laughlin AFB and twice as the Air Training Command Inspector General.

I have enclosed a hard copy of the briefing which I prepared for the Del Rio Military Affairs Association which highlights why Laughlin AFB is the most cost effective and productive of the Air Force pilot training bases. I would further add that in my opinion Laughlin is the best training base within DOD when there is no requirement to be near open water -- primary training for example. The Navy may need to train near the sea at some time, but definitely not during primary training. Being near the sea is expensive. The weather is not nearly as good, there is the threat of hurricanes, and proximity to salt water is very corrosive to aircraft.

Since I talked to you last, I have obtained a copy of the UPT Joint Cross-Service Group's analysis. They considered a lot of things and my main objections deal with how various factors were weighted. Obviously people have different opinions but I would think that most who know the pilot training business as evidenced by the testimonial letters that I have enclosed would agree on the importance of weather and airspace. Nothing drives the pilot training business more than weather. It more than anything will drive your costs to produce pilots more than any other factor. Airspace likewise is critical. You want it close to the home field and you don't want to share it with others. You also don't want other air traffic near your areas so that if an inexperienced student strays the potential for accidents is increased. I would also be concerned about encroachment around my airfields. We don't need hundreds of missions a day flying over schools, residences, businesses or the obstructions to flight. A large portion of my reasoning in choosing these as primary factors is simply because these are areas over which the services have no control. Give up the base with the best weather and you've lost. If other factors like runway length, number of housing units, condition of taxi ways

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and the like are a problem -- they can be fixed. You can't fix weather and you can't generally fix airspace. You better hold on to the best you got and fix the other things if they are a problem. Perhaps the biggest concern in this area is flight safety. The analysis never mentions it. Good weather is safe, especially in pilot training where students must learn to walk before they run. Wide open spaces mean few aircraft, fewer people, and fewer population centers. If an aircraft goes down, we'd like to make sure that it is in an unpopulated area. I'd also hate to explain to the American public why an errant student pilot hit an airliner when we can better place that student and airline passengers out of harm's way. All of these things point to Laughlin. Obviously, Laughlin has some drawbacks. Being isolated which enhances safety creates some problems in quality of life for people and accessibility to other airfields but again we can improve these areas. I conducted a little analysis of my own using the four UPT bases and Randolph looking at weather, airspace and encroachment.

RELATIVE RANKING
USAF FLIGHT TRAINING BASES
DATA FROM JOINT CROSS-SERVICE GROUP ANALYSIS

WEATHER

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	1	2	4	3	5
BOMBER/FIGHTER	1	2	3/4	3/4	5
AIRLIFT/TANKER	1	2	3	4	5

AIRSPACE

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	2	3	4	1	5
BOMBER/FIGHTER	2	3	4	1	5
AIRLIFT/TANKER	3	2	4	1	5

ENCROACHMENT

TRACK	LAUGHLIN	COLUMBUS	VANCE	RANDOLPH	REESE
PRIMARY	1	2/3	4	5	2/3
BOMBER/FIGHTER	1	2/3	4	5	2/3

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AIRLIFT/TANKER 1 2/3 4 5 2/3

Overall it is easy to see that Laughlin ranks number 1 more than anyone else. In fact the only time they get beat is by Randolph in airspace. That is because the cross-service working group gave a heavy weight to the amount of airspace a base has presently. Laughlin doesn't need it and never has because what they have is close in, efficient, and not shared with anyone else. Using DOD numbers it is 65.2 miles to the average Randolph area and 31.5 miles to the average Laughlin area. Since you have to fly out and back that is 67.4 miles more in transit at Randolph versus Laughlin. At 300 knots that is 13 1/2 minutes per sortie of non-productive training time and gas. An entire T-38 mission is only about 78 minutes so 17% of the mission is more unproductive at Randolph vs. Laughlin. Thanks, I'll take Laughlin. No other UPT base is closer to their airspace.

The majority of the factors that the group considered has some merit but it is minor next to what I have outlined. Bachelor enlisted quarters - who cares. Our UPT bases have contract or civil service maintenance. The requirement is nil and all the bases have more than they need. No auxiliary field without an instrument approach - who cares. You want one then buy a small MLS, you can due it for thousands. Peanuts next to what you save on weather cancellations and fuel wasted traveling to and from areas.

Here are some questions about the analysis that I think require further scrutiny:

1. Why did the Air Force take the calculated values from the analysis and average them to arrive at an overall rating? This says that panel navigation training is as important as primary pilot training etc. More students attend primary than anything else and the dollars spent are by far the highest. Values should be weighted. If it costs the most to run primary pilot training then we should rate the base where it is best done even higher.

2. Randolph is the best USAF base for fighter bomber training? The T-38 is the aircraft and the aircraft is restricted from multiple night patterns at Randolph due to bats. Will we eliminate the night flying requirements from the syllabus? How about the high school under the traffic pattern on runway 14R and San Antonio International within a few miles. Safe for heavy student training?

3. Primary training scores well at Laughlin due to the recognition that Laughlin has the best weather and weather is weighted heavier for primary. It is a matter of record that the T-37 loses fewer sorties to weather than the T-38 within AETC. Since that's true shouldn't more weight be added to the Bomber/Fighter track?

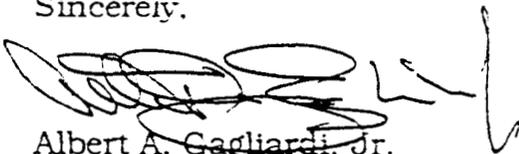
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4. Scores within the quality of life area are suspect. Bases like Randolph, Pensacola, and Sheppard score high based on the number of BOQ, BEQ, and family housing units on the base. The implication is that these are available to the flying mission - not true. Randolph for example has lots of other missions which they must house as well. Weight the facilities on what is available to the flying mission. A second lieutenant and his wife will find it a lot easier to get a house at Laughlin than Randolph. Guaranteed!!!

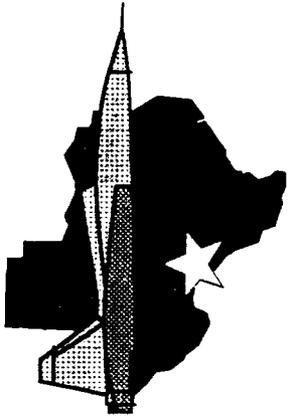
5. Has anyone noticed that Columbus AFB is between two of the largest airline hubs in the country - Memphis and Atlanta? Check the Columbus airspace in about 10 -15 years.

Again the bottom line is predominantly weather and efficient airspace. Virtually all else is fixable and controllable. To quote Major General Pat Smothermon, a former Vance Wing Commander and ATC Vice Commander, "As a former commander of a pilot training wing and vice-commander of the Air Training Command, I can attest that the two most important factors in producing quality military pilots in a safe and productive environment are good flying weather and a large area of unencumbered airspace. When considering these two most important factors among the current Undergraduate Pilot Training (UPT) bases, Laughlin AFB is my choice as the most productive location at the best price to the American taxpayer. It is a matter of record that the Laughlin operation accounts for fewer additional review rides (reduced cost) because of weather aborts and limits on available airspace." **I rest my case!**

Sincerely,

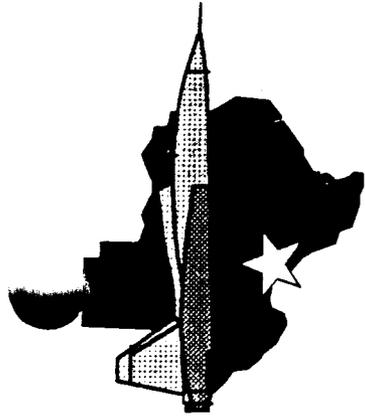


Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
14218 Bold Ruler
San Antonio, TX 78248
210-492-1932



Del Rio Military Affairs Association

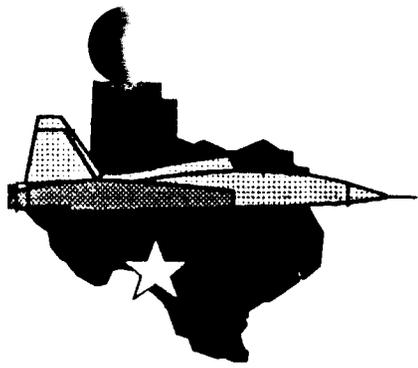
Why Laughlin?



Del Rio Military Affairs Association

Simply,
it's the

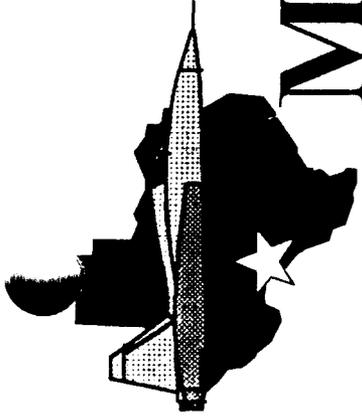
Best !!!



Del Rio Military Affairs Association

BRAC FINAL SELECTION CRITERIA

- **Military Value**
- **Return on Investment**
- **Impacts**



Del Rio Military Affairs Association

MILITARY VALUE

- 1 Operational readiness.**
- 2 Availability and excellent condition of land, facilities and airspace.**
- 3 Ability to accommodate contingency, mobilization and future total force requirements.**
- 4 Cost and manpower implication.**



Del Rio Military Affairs Association

MILITARY VALUE

“It should be noted that in an intensive flying training operation, airspace and weather are by far the most important factors. Without airspace and suitable weather, the other factors become relatively insignificant.”

USAF Data Call, 1991



Del Rio Military Affairs Association

MILITARY VALUE

**“Of all the factors influencing flying training,
none are more important than the airspace to do it in
and the weather to permit it.”**

ECI Consultants, 1994

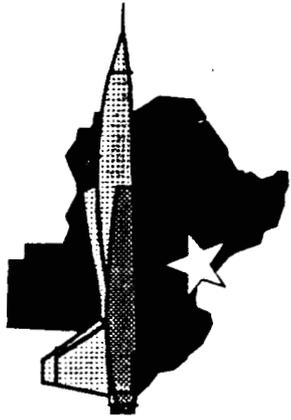


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WEATHER ATTRITION

	<u>T-37</u>	<u>T-38</u>
LAUGHLIN	18.6	21.3
VANCE	22.7	22.4
COLUMBUS	22.5	22.9
REESE	27.1	27.0

10 year averages, USAF Data Call, 1993



Del Rio Military Affairs Association

SCHEDULED AIRLINE TRAFFIC



Laughlin AFB

Blue Air Update



Del Rio Military Affairs Association

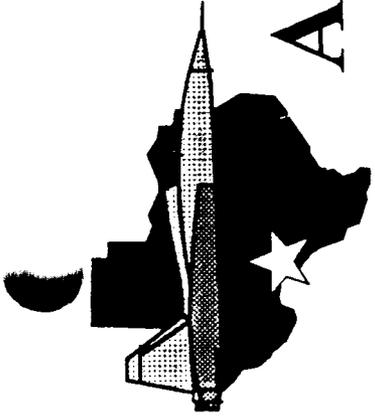
AIRSPACE COMMENTS

COLUMBUS

OPS LIMITATIONS:

Air carrier traffic restricts/prohibits use of portions of the north west military operations areas during heavy hubbing operations at Memphis IAP. Atlantic Center restricts use of practice instrument penetration because of Atlanta arrival and departures 210 miles away.

MAJCOM/Wing inputs



Del Rio Military Affairs Association

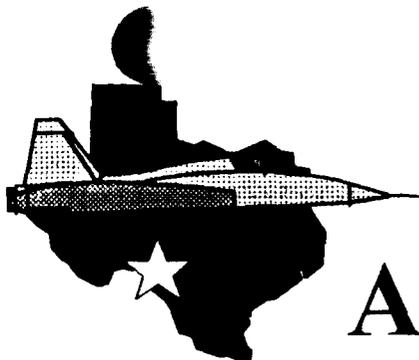
AIRSPACE COMMENTS

REESE

OPS LIMITATIONS:

First base to implement SUPT in FY92. Competition for airspace comes from Sheppard AFB. Potential traffic conflicts from Dallas-Fort Worth, El Paso, and other civil traffic is normally routed around the MOAs. Reese UPT operations are comfortably accommodated by Fort Worth Center.

MAJCOM/Wing inputs



Del Rio Military Affairs Association

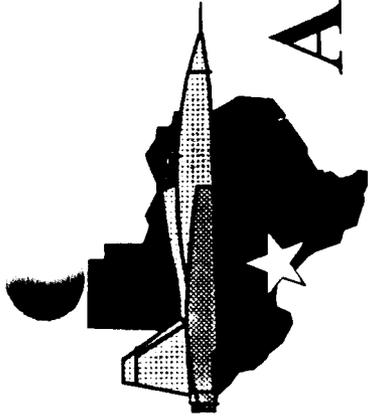
AIRSPACE COMMENTS

VANCE

OPS LIMITATIONS:

Vance AFB conducts intensive Student training in T-37 and T-38 aircraft. In 1995, training will also include the T-1 aircraft. This mission requires a large volume of training airspace. The current airspace is adequate for conducting training at current and foreseeable levels. Traffic at Woodring Municipal (6 miles east) is increasing, but has a minimal impact on operations at Vance.

MAJCOM/Wing inputs



Del Rio Military Affairs Association

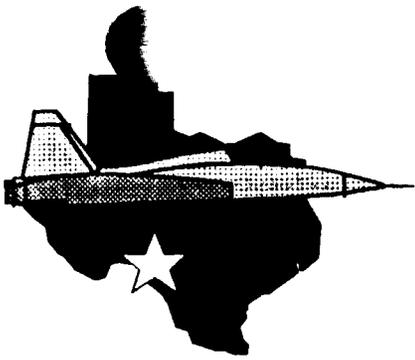
AIRSPACE COMMENTS

LAUGHLIN

OPS LIMITATIONS:

The largest USAF operation in Houston Center's area is at Laughlin AFB. According to Houston Center, the several hundred sorties generated at Laughlin are almost flawless. (Blue Air)

MAJCOM/Wing inputs



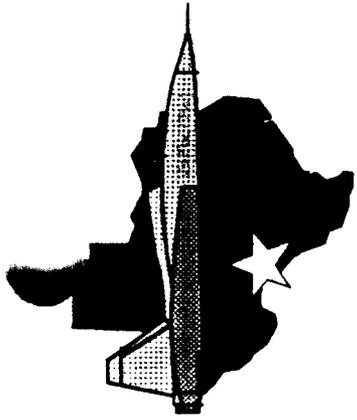
Del Rio Military Affairs Association

SENIOR OFFICER

TESTIMONIALS

“There is no better place to train military pilots than Laughlin AFB.”

- 4 ATC Commanders**
- 3 Vice Commanders**
- 3 Deputy Chiefs of Staff, Operations**
- 6 Inspector Generals**
- 1 Deputy Chief of Staff, Logistics**
- 7 Wing Commanders**
(Vance, Reese, Sheppard, Columbus)

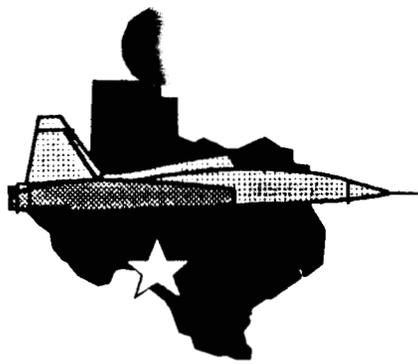


Del Rio Military Affairs Association

RETURN ON INVESTMENT

5. Potential Costs and Savings..

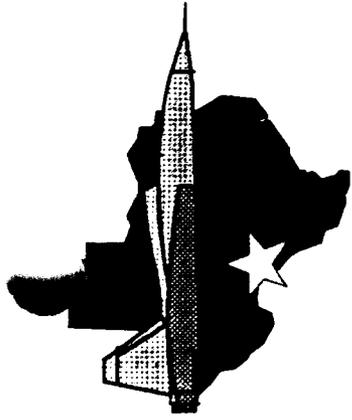




Del Rio Military Affairs Association

RETURN ON INVESTMENT

The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to outweigh the costs.



Del Rio Military Affairs Association

RETURN ON INVESTMENT

(\$ millions)

	One Time	20 Year
	<u>Closing Costs</u>	<u>NPV Savings</u>
Laughlin	\$31.8	\$227
Vance	\$14.2	\$215
Columbus	\$19.1	\$274
Reese	\$19.7	\$264

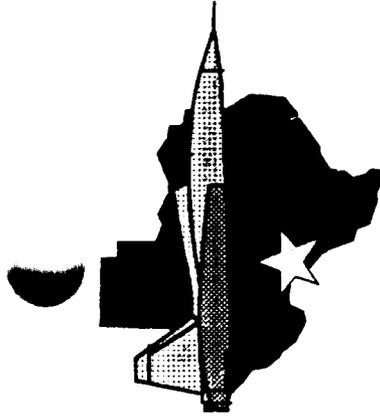
1991 D.O.D. Analysis



Del Rio Military Affairs Association

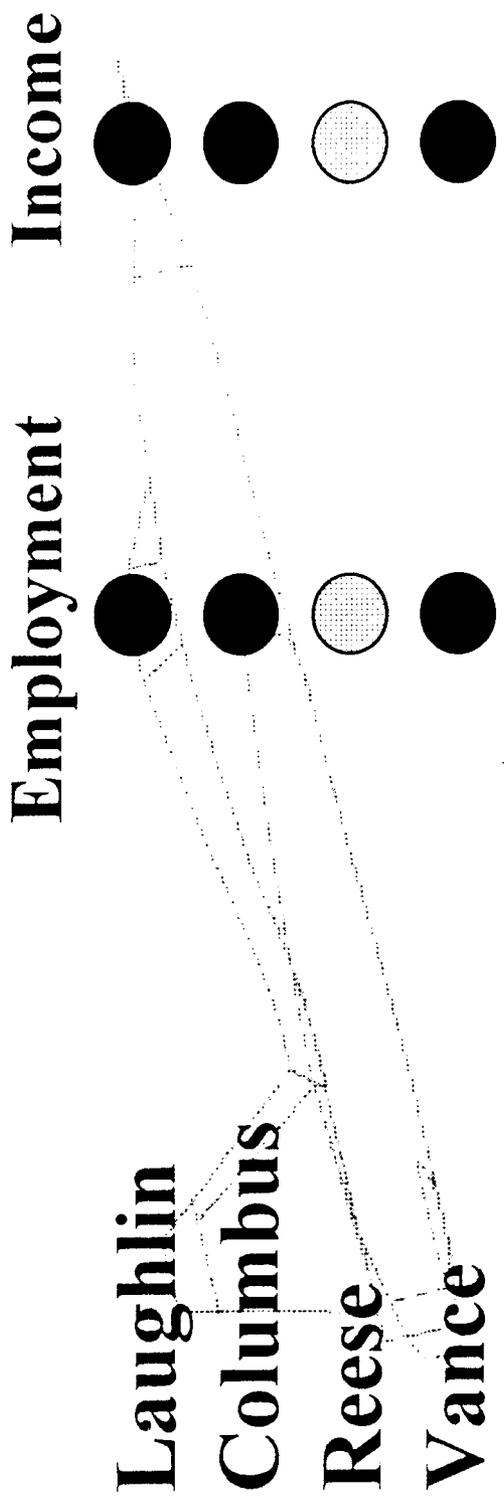
Impacts

- 6. Economic impact on communities.**
- 7. Impact on infrastructure and ability to support forces, missions and personnel.**
- 8. The environmental impact.**



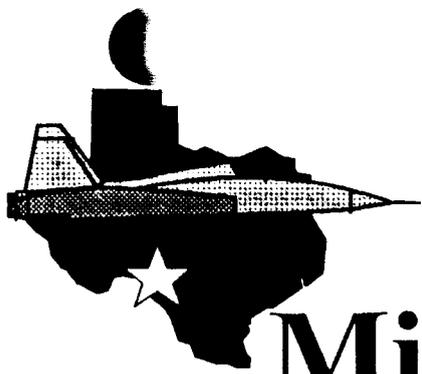
Del Rio Military Affairs Association

Economic Impact



Green - Exceeds Historic High

Yellow - Within 50% of Historic High

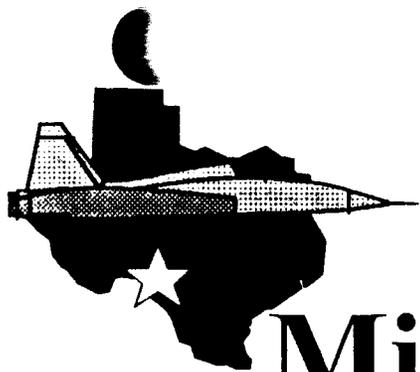


Del Rio Military Affairs Association

Military Base Expenditures

Base	County	Total Impact in Thousands	% of County Gross Product
Kelly AFB	Bexar	\$1,481,089	5.27%
Laughlin AFB	Val Verde	\$144,713	24.22%
Randolph AFB	Bexar	\$574,637	2.05%
Reese AFB	Lubbock	\$170,146	3.35%

Source: Texas Dept. of Commerce Office of Economic Transition

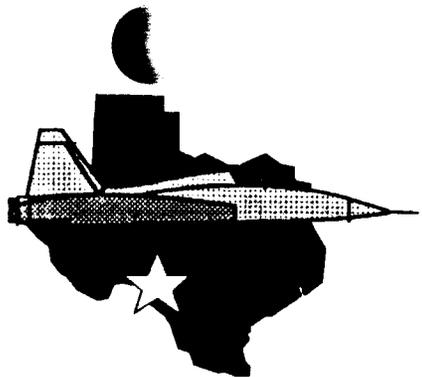


Del Rio Military Affairs Association

Military Base Employment

Base	County	Direct Indirect Base Employment	% of County Employment
Kelly AFB	Bexar	40,784	6.46%
Laughlin AFB	Val Verde	3,747	21.66%
Randolph AFB	Bexar	15,365	2.43%
Reese AFB	Lubbock	3,160	2.79%

Source: Texas Dept. of Commerce Office of Economic Transition



Del Rio Military Affairs Association

Other Factors

- **INFRASTRUCTURE**
- **DRUG INTERDICTION/
BORDER PRESENCE**
- **ADDITIONAL MISSIONS**
- **COMMUNITY SUPPORT**

ELTS#95
AFT#49

LAUGHELL AFB

BRAC TESTIMONIAL

MILITARY AFFAIRS ASSOCIATION
DEL RIO, TEXAS

*Del Rio
Military Affairs
Association*

SENIOR OFFICER TESTIMONIALS

The best evidence in support of the military value of a base is the testimony of experts who have served as commanders or in other responsible positions on the various installations. Below is an accounting of such experience. Of particular interest is the number of people who have served in key positions at other bases yet select Laughlin as their top choice.

LEGEND

W - Wing Commander
 B- Base Commander
 DO - Deputy Commander for Operations
 MA-Deputy Commander for Maintenance
 S-Squadron Commander
 ATC - ATC Headquarters Staff

NAME	LAUGHLIN	COLUMBUS	VANCE	REESE	RANDOLPH	SHEPPARD
Smothermon			W		ATC	
Garrison	W	MA			ATC	
Divich	W				ATC	
Falls	W				ATC	
Carr	B	S			ATC	
Hearne				W	ATC	
Ellis	W		DO		ATC	S
Gagliardi	W				ATC	
Phillips	DO				ATC	W
Edwards	S	W		B	ATC	
Campbell	B				ATC	W
Warner	B			S	ATC	
Boyd	B	DO			ATC	
Craigie	B		W		ATC	
Grosvenor	W			DO	ATC	

Note that there is at least one officer who served as wing commander at each UPT base and that all served in positions of responsibility in ATC Headquarters. Some officers such as the ATC Commanders only served one tour in ATC although all attended pilot training. Expert testimony!!!!

Albert A. Gagliardi, Jr.
 Brig. Gen., USAF, Ret.

TESTIMONIAL

Subject: Base Closure

To: Whom It May Concern

With the fall of the Berlin Wall and the dissolution of the Soviet Union, the size and cost of the United States military has required reevaluation and downsizing to meet more limited threats in the future. The process continues with the next round of base closures scheduled for 1995. One area to receive close scrutiny will be Undergraduate Pilot Training. This is evidenced by the formation of a Joint Cross-Service Working Group within the Department of Defense to evaluate pilot training bases.

It has been apparent in the previous rounds of closures that the overriding factor in the decision process has been the military value of the installation. This is as it should be and brings us to Laughlin AFB and Del Rio, Texas. As a former Air Training Command commander, I can unequivocally state that the military value of a pilot training base is predominantly driven by two factors--good weather and unencumbered airspace. Laughlin AFB loses fewer sorties to weather than any of the other USAF pilot training bases. This factor alone accounts for improved student training, fewer review flights, and can be directly factored into higher pilot training productivity at a reduced cost for the American taxpayer. The airspace around Laughlin AFB is devoid of airways and airlines, and the general civil aviation community is minuscule compared to other areas of the nation. There is no present or foreseeable encroachment within the airspace structure. Laughlin offers a safe flying environment for neophyte aviators and does not conflict with the nation's airline industry.

Adding to Laughlin's value is the excellent condition of the base facilities and available abundant land that surrounds the base. There is the capability to absorb other military or civil missions such as the ongoing assistance provided to drug interdiction. The sparsely populated areas of Southwest Texas offer excellent low-level flying with no threat to any population centers. Laughlin's one-of-a-kind civil service aircraft maintenance force was selected in 1993 as the best base-level aircraft maintenance organization within the United States Air Force.

There is no better place to train military pilots than Laughlin AFB! Moreover, there must be some concern for Del Rio, Texas. This small border city would be devastated economically by the closure of Laughlin. For years the citizens of this community have ranked at the top in support of Laughlin AFB, the United States Air Force, and their country. They deserve consideration as well.



Robert C. Oaks
General, USAF (Retired)
1500 Twisting Tree Lane
McLean, VA 22102

TESTIMONIAL

Subject: Base Closure

To: To Whom It May Concern

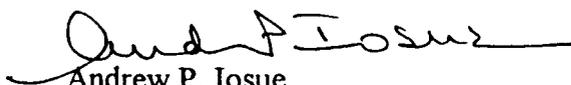
From all indications it is apparent that the Base Realignment and Closure Commission will evaluate Undergraduate Pilot Training bases during this cycle's deliberations. Any decision will take into account the recommendations of the Department of Defense Joint Cross-Service Working Group studying each service's pilot training program.

As a former Air Training Command Commander, I would like to express my strong support for the retention of Laughlin AFB in Del Rio, Texas. First on the list of factors taken into consideration is current and future military value of the installation. The military value of a pilot training base is predominantly driven by two factors good weather and unencumbered airspace. Laughlin AFB loses fewer sorties to weather than any of the other USAF pilot training bases. This factor alone accounts for improved student training, fewer review flights, and can be directly factored into higher pilot training productivity at a reduced cost to the American taxpayer. The airspace around Laughlin AFB is devoid of airways and airlines, and the general civil aviation community is minuscule compared to other areas of the nation. There is no present or foreseeable encroachment within the airspace structure. Laughlin offers a safe flying environment for neophyte aviators and does not conflict with the nation's airline industry.

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Sincerely,



Andrew P. Iosue
General, USAF (Retired)
14726 Aegean Way
Selma, TX 78154

TESTIMONIAL

Subject: Base Closure

To: Whom It May Concern

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Bennie L. Davis
General, USAF (Retired)
825 Birmam Wood Drive
McLean, VA 22102

TESTIMONIAL

Subject: Base Closure

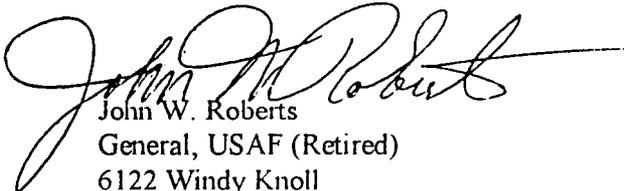
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John W. Roberts
General, USAF (Retired)
6122 Windy Knoll
San Antonio, TX 78239

TESTIMONIAL

Subject: Base Closure

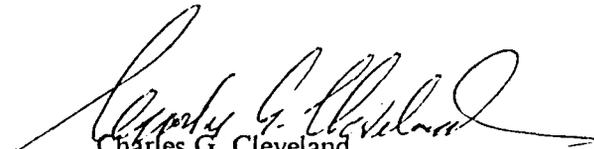
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Charles G. Cleveland

Lieutenant General, USAF (Retired)
3603 Thomas Avenue
Montgomery, AL 36111



JAMES PATRICK SMOTHERMON
MAJ. GEN. USAF RET.

June 14, 1994

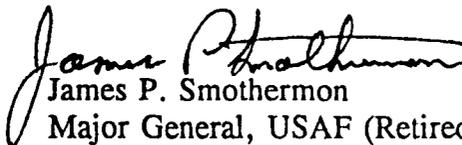
To: Whom IT May Concern:

In the previous rounds of military base closures the overriding factor in the decision process has been the military value of the installation. This is as it should be! As a former commander of a pilot training wing and vice-commander of the Air Training Command, I can attest that the two most important factors in producing quality military pilots in a safe and productive environment are good flying weather and a large area of unencumbered airspace. When considering these two most important factors among the current five Undergraduate Pilot Training (UPT) bases, Laughlin AFB is my choice as the most productive location at the best price to the American taxpayer. It is a matter of record that the Laughlin operation accounts for fewer additional review rides (reduced cost) because of weather aborts and limits on available airspace. There is no present or foreseeable encroachment within the Laughlin airspace structure, and I know of no plans by the Clinton administration to alter the excellent flying weather of South Texas.

Adding to Laughlin's value is the excellent condition of the base facilities and available land for possible future growth if additional military or civil missions are needed. The sparsely populated areas of Southwest Texas offer excellent low-level flying with no threat to any population centers. Laughlin's one-of-a-kind civil service aircraft maintenance force was selected in 1993 as the best base-level aircraft maintenance organization in the United States Air Force.

The bottom line is: **There is no better active UPT base available to meet the pilot training requirements of the USAF than Laughlin AFB ! Thank you for asking.**

Warm Regards,


James P. Smothermon
Major General, USAF (Retired)

TESTIMONIAL

Subject: Base Closure

To: Whom It May Concern

With the fall of the Berlin Wall and the dissolution of the Soviet Union, the size and cost of the United States military has required reevaluation and downsizing to meet more limited threats in the future. The process continues with the next round of base closures scheduled for 1995. One area to receive close scrutiny will be Undergraduate Pilot Training. This is evidenced by the formation of a Joint Cross-Service Working Group within the Department of Defense to evaluate pilot training bases.

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William P. Acker
Major General, USAF (Retired)
823 Highway 24 East
Milledgeville, GA 31061

TESTIMONIAL

Subject: Base Closure

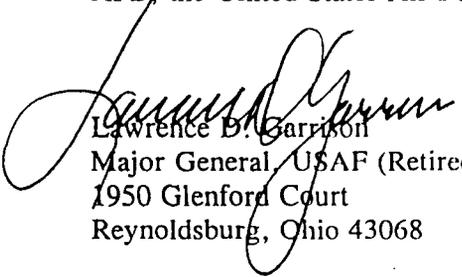
To: Whom It May Concern

With the fall of the Berlin Wall and the end of the Cold War, the size and cost of the United States Military structure must be re-evaluated to meet the more limited, yet varied threats of the future. The most visible actions to date have been base closures, some in 1993, and more expected in 1995. One area which will receive close scrutiny will be Undergraduate Pilot Training. Recently, a Joint Cross-Service Working Group within the Department of Defense was formed to evaluate pilot training bases.

It has been apparent in the previous rounds of closures that the overriding factor in the decision process has been the overall military value of the installation. This is as it should be and brings us to Laughlin AFB and Del Rio, Texas. As a former Laughlin commander, I can unequivocally state that the military value of a pilot training base is predominantly driven by two factors--good weather and unencumbered airspace. Laughlin AFB loses fewer sorties to weather than any of the other USAF pilot training bases. This factor alone accounts for improved student training, fewer review flights, and can be directly factored into higher pilot training productivity at a reduced cost. The airspace around Laughlin AFB is devoid of airways and airlines, and the general civil aviation community is minuscule compared to other areas of the nation. There is no present or foreseeable encroachment within the airspace structure. Laughlin offers a safe flying environment for neophyte aviators and does not conflict with the nation's airline industry.

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Lawrence D. Garrison
Major General, USAF (Retired)
1950 Glenford Court
Reynoldsburg, Ohio 43068

CHARLES E. WOODS
MAJOR GENERAL, USAF (Ret)
2531 Turkey Oak
San Antonio, Texas 78232 1820 30
(210) 494-4313

June 7, 1994

Subject: Base Closure

To: Whom It May Concern

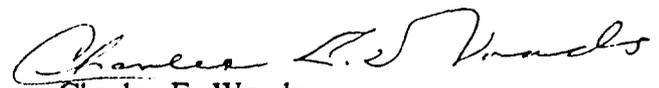
The fall of the Berlin Wall and the dissolution of the Soviet Union has triggered, probably correctly to some degree, efforts to re-size the United States military to meet a perceived limitation of threats to our nation and the world in the future. It is a certainty that, while we need to be prudent in the extreme in our reductions of force structure, we definitely need to continue the consolidation and reduction of our base structure. The next logical step is the upcoming round of base closures scheduled for 1995. One area appropriately apt to receive close scrutiny will be Undergraduate Pilot Training. This is evidenced by the formation of a Joint Cross-Service Working Group within the Department of Defense to evaluate pilot training bases.

It has been hearteningly apparent in the previous rounds of closures that the overriding consideration in the decision process has been the relative military value of each installation. This is profoundly appropriate and, perforce, brings us to Laughlin AFB, the community of Del Rio, TX and the pertinent environments of both. As a former Instructor Pilot and Operations Officer at Williams AFB, AZ, Director of Operations and, subsequently, Commander of the then 3575th Pilot Training Wing at Vance AFB, OK, and Commander of 47th Flying Training Wing at Laughlin AFB, I can unequivocally tell you that the military value of a pilot training base is driven by two profound factors - good weather and unencumbered airspace. Laughlin AFB loses fewer sorties to weather than any of the other USAF pilot training bases. This factor alone accounts for improved student training, fewer review flights, and can be directly factored into higher pilot training productivity at a reduced cost for the American taxpayer. The airspace around Laughlin AFB is devoid of airways and airlines, and the general civil aviation community is minuscule compared to other areas of the nation. There is no present nor foreseeable encroachment within the airspace structure. Laughlin offers a safe flying environment for neophyte aviators and does not conflict with the nation's airline industry.

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Very Respectfully,


Charles E. Woods

TESTIMONIAL

Subject: Base Closure

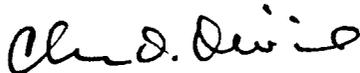
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Chris O. Divich
Major General, USAF (Retired)
7031 North Hidden Hills
San Antonio, TX 78244

TESTIMONIAL

Subject: Base Closure

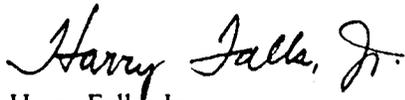
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Harry Falls, Jr
Major General, USAF (Retired)
10203 Shinnecock Hills Drive
Austin, TX 78747

TESTIMONIAL

Subject: Base Closure

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Larry D. Dillingham
Major General, USAF (Retired)
422 Crestwind Drive
San Antonio, TX 78239

TESTIMONIAL

Subject: Base Closure

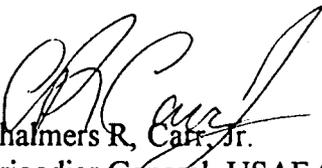
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Chalmers R. Carr, Jr.
Brigadier General, USAF (Retired)
7402 John Miller Court
San Antonio, TX 78244

TESTIMONIAL

Subject: Base Closure

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Richard E. Heame
Brigadier General, USAF (Retired)
6811 Congressional Boulevard
San Antonio, TX 78244

TESTIMONIAL

Subject: Base Closure

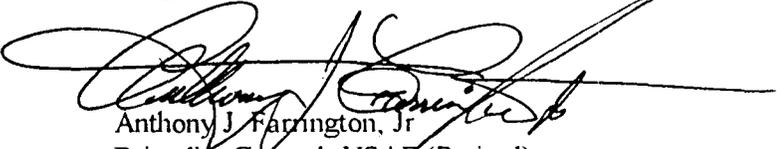
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Anthony J. Farrington, Jr.
Brigadier General, USAF (Retired)
15840 East Cavern Drive
Fountain Hills, AZ 85268

TESTIMONIAL

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Jeffrey T. Ellis

Brigadier General, USAF (Retired)
281 Longbeach Drive
Hot Springs, AR 71913

TESTIMONIAL

Subject: Base Closure

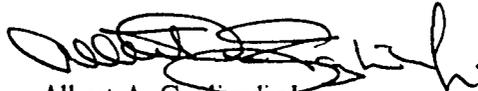
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Albert A. Gagliardi, Jr.
Brigadier General, USAF (Retired)
14218 Bold Ruler
San Antonio, TX 78248

TESTIMONIAL

Subject: Base Closure

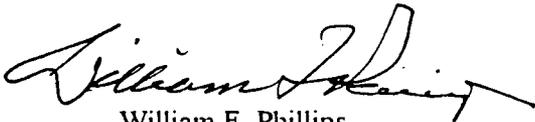
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William F. Phillips
Colonel, USAF (Retired)
8406 Delphian Way
Universal City, TX 78148

TESTIMONIAL

Subject: Base Closure

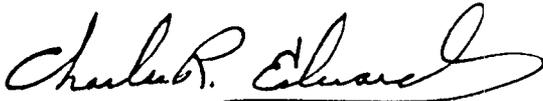
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Charles R. Edwards
Colonel, USAF (Retired)
8832 Polo Bay Circle
Las Vegas, NV 89117

TESTIMONIAL

Subject: Base Closure

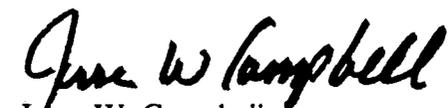
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Jesse W. Campbell
Colonel, USAF (Retired)
Universal City, TX 78148

TESTIMONIAL

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David A. Warner
Colonel, USAF (Retired)
15006 Polynesian
San Antonio, TX 78248

TESTIMONIAL

Subject: Base Closure

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Billy M. Boyd

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Colonel, USAF (Retired)
107 North Rosebud Lane
Starkville, MS 39759

TESTIMONIAL

Subject: Base Closure

7 JUNE 1994

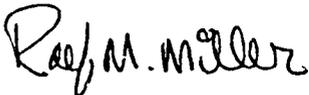
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It has been apparent in the previous rounds of closures that the overriding factor in the decision process has been the military value of the installation. This is as it should be and brings us to Laughlin AFB and Del Rio, Texas. As a former Laughlin commander, I can unequivocally state that the military value of a pilot training base is predominantly driven by two factors--good weather and unencumbered airspace. Laughlin AFB loses fewer sorties to weather than any of the other USAF pilot training bases. This factor alone accounts for improved student training, fewer review flights, and can be directly factored into higher pilot training productivity at a reduced cost for the American taxpayer. The airspace around Laughlin AFB is devoid of airways and airlines, and the general civil aviation community is minuscule compared to other areas of the nation. There is no present or foreseeable encroachment within the airspace structure. Laughlin offers a safe flying environment for neophyte aviators and does not conflict with the nation's airline industry.

Adding to Laughlin's value is the excellent condition of the base facilities and available abundant land that surrounds the base. There is the capability to absorb other military or civil missions such as the ongoing assistance provided to drug interdiction. The sparsely populated areas of Southwest Texas offer excellent low-level flying with no threat to any population centers. Laughlin's one-of-a-kind civil service aircraft maintenance force was selected in 1993 as the best base-level aircraft maintenance organization within the United States Air Force.

There is no better place to train military pilots than Laughlin AFB! Moreover, there must be some concern for Del Rio, Texas. This small border city would be devastated economically by the closure of Laughlin. For years the citizens of this community have ranked at the top in support of Laughlin AFB, the United States Air Force, and their country. They deserve consideration as well.



Ralf Miller
Colonel, USAF (Retired)
7035 North Hidden Hills
San Antonio, TX 78244

TESTIMONIAL

Subject: Base Closure

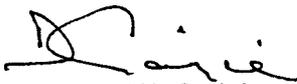
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Donald F. Craigie
Colonel, USAF
10 North Park
Randolph AFB, TX 78148

TESTIMONIAL

6 SEP 94

Subject: Base Closure

To: Whom It May Concern

With the fall of the Berlin Wall and the dissolution of the Soviet Union, the size and cost of the United States military has required reevaluation and downsizing to meet more limited threats in the future. The process continues with the next round of base closures scheduled for 1995. One area to receive close scrutiny will be Undergraduate Pilot Training. This is evidenced by the formation of a Joint Cross-Service Working Group within the Department of Defense to evaluate pilot training bases.

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Willard Grosvenor
Colonel, USAF (Retired)
~~13 Military Plaza~~
~~Randolph AFB, TX 78148~~
361 Red Eagle Circle
Ridgeland MS 39157

LARRY COMBEST
19TH DISTRICT, TEXAS

CHAIRMAN
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

COMMITTEE ON AGRICULTURE

ROOM 1511
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4319
(202) 225-4005

Congress of the United States House of Representatives

DISTRICT OFFICES:

ROOM 611
GEORGE H. MAHON
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SUITE 205
3800 E. 42ND STREET
ODESSA, TX 79762-5841
(916) 660-0743

SUITE 206
5808 S. WESTERN
AMARILLO, TX 79110-3626
(808) 353-3146

C O V E R P A G E

TO: Lt. Col. Merrill Beyer

FROM: Rob Lehman (WASHINGTON)

TIME: _____ (P.M.) (A.M.)

NO. OF PAGES TO FOLLOW: _____

RE: _____

DATE: I'm sure this will be some of the responses you will hear tomorrow.

Good Luck

If transmission is incomplete please call (202) 225-4005.

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND



General Henry Viccellio, Jr.
AETC/CC
1 F Street, Suite 1
Randolph AFB, TX 78150-4324

5 April 1995

Honorable Larry Combest
House of Representatives
Washington DC 20515-0001

Dear Mr Combest

Thanks for your letter of March 31st. As we indicated during our recent visit to Washington, we will make every effort to respond to your concerns regarding the Secretary of Defense's recommendation to close Reese AFB. We understand the importance of these decisions, and are committed to responding to your concerns. We are determined that, while the outcome of some of these issues may indeed be that we agree to disagree, we will proceed in a manner that preserves the friendship and strong support of the Lubbock community.

To address the concerns expressed about airspace calculations, both in your letter and during our Washington meeting, we reassembled the Air Force officers who participated in the original BRAC calculations for Reese and Vance. I need to emphasize that the method of calculating the airspace that was used for the Joint Cross-Service Group functional values was developed jointly. This is consistent with the Secretary of Defense's establishment of joint groups in areas with cross-service potential. The Air Force was and remains committed to supporting this joint effort. As a result, we are bound to follow the method established by the Joint Group.

From my viewpoint, however, use of "available" airspace is valid and important. For the last three years, we've been operating at the lowest pilot training tempo since 1938, due to our rapid post-Cold War drawdown. We plan to ramp back up to training levels that sustain our Air Force pilot requirements by the turn of the century. This means we'll be flying about two and one-half times today's rate! Our calculations show that, while we can achieve this with one less UPT base, each remaining base will be exploiting its infrastructure, including airspace, to a much greater degree than today. We will be using most, if not all, available airspace at all bases on a daily basis.

Given these constraints, we reaccomplished, in what your staff termed a "horizontal" effort, the calculations for airspace measurement, using standard methods. While the airspace totals for both Reese and Vance changed, their relative positions did not. Our worksheets for this most recent "horizontal" effort have been provided to Don Feld.

With regard to your observations about weather attrition, I must defer to the Cross-Service Group's joint determination. While I agree that attrition is an experience-based factor which reflects the cumulative hurdles that need to be overcome (or costs to be borne) in executing a high-tempo flying operation, other factors play as well. As for the weight given to this factor, I can only say that a very seasoned group of flying training experts from two Services determined that weight as part of a balanced evaluation involving a large number of diverse factors.

As for your observations on base housing, no one disputes the fact that Reese has had some of its housing undergo the whole-house upgrade, while Vance has yet to do so. There will be some cost involved, but when compared to other bases and considered in the scope of our Air Force-wide housing program, these differences are less significant than they seem in a side-by-side comparison of only these two bases. One additional observation: since the decision to proceed with whole-house upgrade at Reese before Vance was made before my AETC tenure, I can't speak authoritatively, but the condition of Vance's housing may well have been a factor. It has been well maintained, and has received four consecutive "outstanding" ratings from our Command Inspector General.

We recognize that Lubbock is justifiably proud of its cost-of-living ranking among America's cities. Your suggestion, however, that we use that as a factor in, or the basis for our off-base housing evaluations is flawed in that we are not comparing off-base housing situations nationwide, but rather among five UPT bases. Our housing survey program has been in existence for some time, giving us very accurate data on cost and suitability that's used both by the Air Force for our housing programs and by DoD and Congress for variable housing allowance calculations. This data focuses precisely on the question at hand...the availability, suitability, and cost to our uniformed personnel of the housing at a specific location. Comparing that data as it applies to the five bases in question gave us the focused insights that led to our ratings.

At the request of the BRAC Commission, the Air Force Base Closure Executive Group is preparing a response to the concerns and issues raised in the Lubbock Consultant's Preliminary Review. As indicated, we will provide the Lubbock folks a copy of that response once completed, which should be no later than early next week.

Once again, let me say how much we appreciate the strong support of the Lubbock community for our people at Reese as well as across the Air Force. Coming to any recommendation to close one of our five fine bases, each of which is supported in first-class fashion by a strong community, was not and never will be a pleasant task. We welcome the review of the recommendation as an important part of the BRAC process, and will cooperate in any assistance you request.

Respectfully

Butch
HENRY VICCELLIO, JR.
General, USAF
Commander

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 9504276

FROM: GAGLIARDI, ALBERT A.	TO: DAVIS, J. B.
FILE: BRIG. GEN, USAF, (RET)	TITLE: COMMISSIONER
ORGANIZATION: DEL RIO MIL AFFAIRS ASSOC.	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: <u>LANGLEY AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR				COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input type="checkbox"/> Prepare Reply for Chairman's Signature	<input checked="" type="checkbox"/>	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	<input type="checkbox"/> Prepare Direct Response
<input type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	<input type="checkbox"/> FYI

Subject/Remarks:

EXPRESSING CONCERN OVER RESULTS OF THE JOINT CROSS SERVICE GROUP REPORT ON UNDERGRADUATE PILOT TRAINING.

Merrill
Copy to Navy Team

Date: <u>950504</u>	Routing Date: <u>950427</u>	Date Originated: <u>950424</u>	Mail Date:
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Some good thoughts to Review

*Del Rio
Military Affairs
Association*

April 24, 1995

General J. B. Davis
Defense Base Closure
and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Please refer to this number
when responding 450427-6

Dear General Davis,

It was a pleasure seeing you again at the Dallas Regional Hearing after so many years. I wanted to discuss the contents of this letter with you then, but I realized that with your press for time, it might be best expressed in a letter. I appreciate your time.

I represent the Military Affairs Association of Del Rio, Texas and have been looking out for their interests in the current round of base closures. While I am reasonably certain that Laughlin AFB will not close I am embarrassed for the United States Air Force. How did we ever participate in a Joint Cross-Service Group process on Undergraduate Pilot Training that produced the following results:

BASE	AVERAGE SCORE
Kingsville	7.24
Pensacola	7.20
Whiting	6.80
Meridian	6.66
Columbus	6.66
Corpus	6.60
Vance	6.50
Sheppard	6.49
Randolph	6.47
Laughlin	6.36
Reese	6.09

I may not be an expert in Navy pilot training but I do feel that I qualify as an Air Force expert. I spent virtually my entire career in the Air Training Command. I have been an instructor pilot in UPT, PIT, and UNT. I have been a section commander, operations officer, squadron commander, wing commander

*Del Rio
Military Affairs
Association*

and served twice as the command's inspector general. Any study that arrives at the conclusions above has to be seriously flawed. Take Laughlin AFB as an example. Anyone and everyone I know that understands the Air Force pilot training business will tell you that Laughlin is the best. The BRAC staff has testimonial letters from 27 retired senior members of the Air Training Command, most of whom you personally know, who support Laughlin. These officers represent the command leadership for the past quarter century. Names like Bob Oaks, Andy Iosue, Bennie Davis, John Roberts, Chick Cleveland, Bill Acker, Pat Smothermon, Chris Divich, and Larry Dillingham to name a few. Seven of these officers also served as Wing Commander at UPT bases other than Laughlin. In 1991, the BRAC rated all of the Air Force Bases and picked Laughlin as the best. Just recently ECI Inc., a consultant firm for the Corpus/Kingsville community selected Laughlin as the best of the Air Force bases. Laughlin would have been number 1 among all the bases had not one of the criteria been proximity to salt water. At the recent regional hearing, once again, Laughlin came out number 1 when the Lubbock task force put their spin on the DOD analysis.

There are a multitude of flaws in the cross-service analysis. To begin with, the analysis derived a score for each of the various flying training programs and then averaged them to rank order the bases. In essence that makes each program of equal weight without regard to the numbers of students assigned to each program or the dollars expended. If they wanted to do this then the programs should have been weighted. Primary pilot training, for example, trains the most and at the highest cost so the base which scored the best for primary should receive a higher weighted score.

Weather throughout the analysis was under rated. Out of 1000 points weather received from a high of 150 for flight screening to a low of 70 for panel navigation. Anyone ever associated with pilot training will tell you that weather drives the train. Nobody likes to fly on Saturdays and no wing commander likes to pay contract maintenance extra dollars. The training costs and student training continuity rest heaviest on weather. If this wasn't true why did we put our bases in the south and more heavily in the southwest? Pensacola number 2?? How about the weather along the gulf coast? Good for pilot training? The Navy may need to have some of its training near salt water but not much. Years ago when the Air Force had UPT at Tyndall, we quickly took it out of there and junked all the airplanes because of salt water corrosion. I also think that at least once in every 20 years or so a hurricane will visit. Add that to the cost.

Airspace received the most points with the amount of airspace presently being

*Del Rio
Military Affairs
Association*

used being by far the biggest factor. The Navy claimed, it seems, most of the Gulf of Mexico. Primarily for this reason the Navy bases scored high but definitely not for weather. Who wants to train pilots over water unless it is absolutely essential? You need a helicopter search and rescue function -cost. Every student must first receive water survival training including those that will eventually be eliminated -cost. You must wear water wings on each flight and life support must buy and maintain them -cost. If an aircraft goes down and/or there is an ejection there is the additional risk of drowning -cost. The mishap board will love trying to recover the aircraft to conduct their investigation. During my less than two years as the wing commander at Laughlin, I had three aircraft go down in the local area. It was tough telling two wives that their husbands wouldn't be back but if it had been over water I think I might have had to talk to six wives. Airspace is important but it is not the amount, it is the efficiency. Laughlin never needed more. It was close to the base and unused and unwanted by anyone else. We could always have gotten more. Having the airspace in close proximity to the home field saves valuable training time.

Encroachment received only 50 points out of 1000. Randolph, for example, receives little penalty for having a high school under the runway and Universal city in dangerous proximity. Nor is any mention made of the problems with San Antonio International.

There are a multitude of other factors. Unaccompanied enlisted quarters for example. Sheppard did well with 8075 rooms and Laughlin only had 400. With civil service aircraft maintenance and other contract functions, they don't need more. Randolph scored high on family housing with 948 units while Laughlin had 654. Will we put second lieutenants on the main circle at Randolph? He or she has a much, much better chance for a house at Laughlin. If we are going to count such items then we should count those items available to the flying training mission not to a tech training center or to a headquarters.

No consideration or mention was given to safety. This in my view is what favors Laughlin. There are no airliners anywhere near the local area. There is no air service to Del Rio. Students can fly and when they stray and make mistakes, we are much more confident it will not create a disaster. In Del Rio there is no encroachment and the dangers to population centers is nil. There isn't much out there. Laughlin with the best weather enhances safety. When we fall behind the time line, commanders have a tendency to push and the potential for trouble is there. I often hear people say that you need some bad weather to season the pilots. No thanks. These are kids starting out and they can season down the line. I didn't teach my children to drive on the beltway at

*Del Rio
Military Affairs
Association*

5:30 PM in Washington, D.C..

I guess my final thought would be this. There are three main considerations when evaluating a pilot training base. The three are good flying weather, unencumbered and efficient airspace, and no encroachment on the airfield. These three factors cannot be bought. Everything else we can buy. If you need more auxiliary fields, we can buy the land and build them. We can lengthen runways, and we can add additional landing systems. More UEQ, BOQ and family housing can be built. We should never sacrifice those things over which we have no control and in the long run produce higher costs and a less safer flying environment.

I know this has been rather long and rambling but I feel very strongly about it. The Navy bases are not better than the Air Force bases. Common sense will tell you that and you can also visit and compare. In addition, Laughlin is the best in DOD. Anyone who has been associated with UPT will tell you that.. God forbid we should ever lose it. Thanks sir. I don't envy you your task but I know they picked a good one.



Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
14218 Bold Ruler
San Antonio, TX 78248

14 May 1995

Louis C. Finch
Chairman, Undergraduate Pilot Training Joint Cross- Service Group
4000 Defense Pentagon
Washington, D.C. 20301-4000

Dear Mr. Finch,

With the recent announcement by the Base Realignment and Closure Commission to add Laughlin AFB to the recommended list, I am in need of assistance. I respectfully request the answers to the following questions under the provisions of the privacy act. The questions deal specifically with the analysis conducted by your working group. I will try to be as specific as possible to aid you and your staff to provide a prompt reply. Since we were added on short notice, I expect you will respond promptly to so that we might adequately defend Laughlin AFB. The regional hearing has been tentatively scheduled for the second week of June 1995.

SPECIFIC QUESTIONS

1. Corpus Christi Naval Air Station is credited for 1,854,292 as the amount for adequate hangars. Is this in square feet? Does all this hanger space belong to the flight training mission? Does any of this hangar space belong to the Army helicopter repair depot? The USAF reports a combined total of 1,065,261 for 6 flying installations - Randolph, Vance, Laughlin, Sheppard, Reese and Columbus. Are the numbers also in square feet or in comparable units as reported by the Navy? Does the 238496 for Randolph include those hangars which have been converted to gymnasiums (2) and flight rooms (2)? Did we double count the hangars both for maintenance and training facilities? Did we count the hangars on the south ramp that are reserved for LSI and Kelly AFB as maintenance hangars available to the flying mission?
2. In the Bomber/Fighter track, Pensacola, Meridian, and Kingsville are credited with a total airspace of 314,853. Is this in square nautical miles? The three Air Force bases reporting the largest area of airspace are Randolph, Laughlin and Columbus for a total of 180,565. Are they the same units? What percentage or number of square miles of the Navy airspace is over the Gulf of Mexico?
3. Randolph AFB is credited with 948 family housing units. Laughlin has 654. Randolph has approximately 5607 military personnel assigned while Laughlin has 1326. The same general percentages are true for UEQs and BOQs. In all cases, Laughlin offers a greater opportunity for their personnel to be placed in a house, UEQ or BOQ. Yet, on the quality of life rating for these factors Randolph scores 7.3 while Laughlin scores 6.5. Why? Laughlin also does better in the child care center.
4. Sheppard is credited with 8074 UEQ rooms while Vance has only 442. Sheppard has over 8000 military personnel assigned and in addition to a flying training mission is a large Air Force Technical Training Center. Vance is solely a flying training base and is almost entirely under civilian contract. There are only about 831 military personnel assigned to Vance and they are primarily officers. There are many, many more UEQ rooms than personnel. The same analogy applies to family housing and BOQs. Sheppard scores 9.0 on quality of life issues while Vance scores only 6.3. Please explain why raw numbers of rooms etc. is more important in quality of life than providing people a greater opportunity to receive same. Is it appropriate to count UEQ rooms and the like which serve a different mission as part of that which serves the flying training mission?
5. The analysis explains that weather is a greater factor in primary training than in other tracks -- BFT for example. Weather is more heavily weighted in primary than BFT. Air Force statistics show that we lose more sorties in the T-38 (BFT) than in the T-37 (Primary). Your analysis shows the same if I am correct in assuming that (%sortiesCXL/RESCHD) is weather attrition as normally reported by AETC. Why does Pensacola and Kingsville only show 9% and 10% weather attrition (%sorties CX/RESCHD) while all the

other bases report values from 15% to 27%? Are my assumptions correct? The weather planning factor 5-20%, I assume is what we use in the scheduling process to account for anticipated weather losses. Am I correct? If my assumptions here are correct why then do we use a larger planning factor for weather losses in BFT yet turn around and give heavier weighting to weather losses in primary? If we say there are more problems with weather in primary and expect bigger losses should't we plan for it?

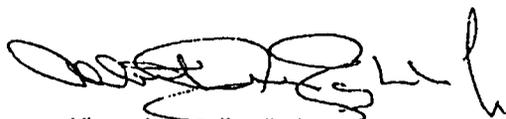
6. What criteria was used in selecting number of MTRs available? Number within a specific nautical mile radius? Was any consideration given to the number of other Air Force, Navy, Guard or Reserve units who also use the same MTRs?

7. The single largest factor in scoring Airspace was the amount which I again assume is in square miles. Was any consideration given to the amount required? If an installation could easily request and receive more airspace was this accounted for?

Why is total amount of airspace more important than unencumbered airspace that is close to the home field and unpressured by other sources as airlines, general aviation and population centers.

8. Why was there no mention of flight safety within the analysis?

I would be happy to receive your reply either telephonically by your staff, Dan Gardner for example, by fax, or by mail. I do request a prompt reply so as to be adequately prepared by the first week of June. Thank you for your time.



Albert A. Gagliardi, Jr.
Brig. Gen., USAF, Ret.
Del Rio Military Affairs Association
14218 Bold Ruler
San Antonio, TX 78248

Ph. 210-492-1932
Fax 210-494-0747

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950601-22

FROM: GAGLIARDI, ALBERT TO: BEYER, MERRILL
 TITLE: AIR FORCE OOD ANALYST
 ORGANIZATION:
 INSTALLATION (S) DISCUSSED: LP

- OFFICE OF THE CHAIRMAN
- CHAIRMAN DIXON
- STAFF DIRECTOR
- EXECUTIVE DIRECTOR
- GENERAL COUNSEL
- MILITARY EXECUTIVE
- DIR./CONGRESSIONAL LIAISON
- DIR./COMMUNICATIONS

Steve Merrill
 See
 Jeff & INSURE this
 is sent to ALL
 Commissioners
 (INSURE this
 sheet is so
 marked in his files)

MEMBERS	FYI	ACTION	INIT
NELLA			
IS			
ING			
ONTOYA			
OBLES			
EELE			

ALSO
 Several Final
 Briefings ISSUES

- Safety
- way for Airspace, WX, Ench PE

Looks like to RHPitch is held

Merrill I
 would say this
 might drive us to
 another excursion(s)
 that we need to run
 & show. Lets Discuss

Issue = Flight Safety

Subject/Remarks:
 FORWARDING CRITIQUE OF THE JOINT CROSS
 SERVICE WORKING GROUP ANALYSES OF
 UPT.
 Copy to
 Myself / Merrill / Mary

Routing Date: 950601 Date Originated: 950529 Mail Date:

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950601-22

FROM: <u>GAGLIARDI, ALBERT</u>	TO: <u>BEYER, MERRILL</u>
TITLE:	TITLE: <u>AIR FORCE OOD ANALYST</u>
ORGANIZATION:	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>LAUGHLIN AFB</u>	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES				<u>MARK PROSS</u>	✓		

TYPE OF ACTION REQUIRED

Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
Prepare Reply for Staff Director's Signature		Prepare Direct Response
ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
 FORWARDING CRITIQUE OF THE JOINT CROSS SERVICE WORKING GROUP ANALYSES OF UPT.
 Copy to
 Myself / Merrill / Mary

Dr:	Routing Date: <u>950601</u>	Date Originated: <u>950529</u>	Mail Date:
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May 29, 1995

Please refer to this number
when responding 950601-22

Merrill Beyer
Lt. Col., USAF
Defense Base Closure
and Realignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Dear Merrill,

I have enclosed for you a short one-man critique of the Joint Group and USAF analyses of UPT. If you have the time, please look it over and see if there are any glowing errors in your mind. I have sent a copy to Lt. Gen. Boles at AETC for his staff's review, since he will be present at Laughlin for my presentation. Much of my defense of Laughlin will follow the thoughts in the critique.

I appreciate all you have done in the BRAC assessment of UPT. You got it exactly right-Laughlin is the best we have. I just feel sorry for the folks in Del Rio having to go through this exercise and spend a lot of money which a very poor community could spend elsewhere. Thanks for having the integrity to do the job right.

I look forward to seeing you in Texas.

Sincerely,



Albert A. Gagliardi, Jr.
14218 Bold Ruler
San Antonio, TX 78248
210-492-1932

**Joint Cross-Service
Working Group
and USAF Analyses
of
Undergraduate Pilot Training**

A CRITIQUE

**Albert A. Gagliardi, Jr.
Brigadier General, USAF, Ret.
Del Rio Military Affairs Association
1915 Ave. F
Del Rio, TX 78840**

GENERAL COMMENTS

Little consideration in either the Joint Cross-Service Group or Air Force Analyses seems to focus on flight safety. When a disaster occurs we always ask why didn't we see it coming? In the pilot training business which is inherently risky, the problems which could lead to a disaster come from poor weather, overcrowded skies and population centers or encroachment on the ground. We don't teach our children to drive automobiles on crowded freeways for safety reasons. We should teach our student pilots to fly in uncrowded skies and free as much as possible from risk to the student, an airline passenger, general aviation buff, and citizens on the ground. Only one base fits that criteria to a tee -- Laughlin. Why didn't we ask the FAA about their opinion as to overall air safety and where they feel pilot training is best accomplished for all concerned?

If one takes the Joint Cross-Service Working Group Analysis and averages the three scores for the three tracks flown in USAF UPT, the result is that Randolph AFB is the best place to do UPT. In any case, it is rated higher than Laughlin. That is out of touch with reality. Ask Houston Center for their opinion. I did. Their reaction - Laughlin is the perfect place for UPT. Randolph has only two runways and they both direct the final turn back into the base housing area. The Randolph high school and much of Universal City is under the traffic pattern. San Antonio International is within about 15 miles and the air traffic there is growing and will continue to grow. Light airplanes fly I-10 and I-35 to get from San Antonio to Houston and Austin -right off the ends of runways 14 and 32. The airspace is relatively removed from the home field generating wasted training time. The weather is not as good as that found further west in Del Rio. Do we really want primary solo students flying around Randolph? We know the answer to that question is no, but who even decided to consider Randolph as a UPT base. Not me. When it ranks at or near the top after the analysis, it looks silly and totally discredits the analysis that placed it there. Randolph received the highest score among the Air Force bases to conduct fighter/bomber training. The aircraft for that track is the T-38 which we still plan on flying for 25 more years with an upcoming multi-million dollar avionics upgrade. Did anyone of the people doing the study know that we don't do multiple night landings at Randolph because of the problem with bat ingestion into the J-85 engine? Would we not conduct night flying? Once again, I realize that no one plans on using Randolph as a UPT base but when we include it and say it is the best, the USAF looks rather bad. I have received unsolicited a paper from citizens in Seguin who are opposed to fighter type aircraft at Randolph. I don't think you'd ever see the like in Del Rio. The author makes three points with regard to flight safety:

1. Disaster potentials are determined by the USAF after they happen
2. Randolph jet fighters train too close to civilians for a safe accident potential
3. Relocating to a remote site lowers the chance for a major civilian disaster

I think it is interesting how perceptive they are. Here they are saying move heavy flight

operations to wide open areas like Laughlin and the USAF analysis says it's better done at Randolph. I think the folks in Seguin have a better view of the big picture. When I visited the Pentagon with a group of Del Rio citizens, I presented to Mr. Jim Boatright, AF Installations, a copy of 27 letters from retired senior officers, people like Generals Bob Oaks, Andy Iosue, Bennie Davis, John Roberts, Pat Smothermon, Chris Divich and the like. All testified that Laughlin was the best UPT base. Mr. Boatright said that the letters meant nothing because the analysis would show the best base. As I said, if I average the three track scores in USAF UPT that base is Randolph. I cannot accept that!! The analysis shows nothing.

Consider the following rank order which was derived by averaging the flying training mission ratings in the same way that the USAF did with the mission ratings for their bases.

- | | |
|---------------|--------------|
| 1. Kingsville | 6. Corpus |
| 2. Pensacola | 7. Vance |
| 3. Whiting | 8. Sheppard |
| 4. Meridian | 9. Randolph |
| 5. Columbus | 10. Laughlin |
| | 11. Reese |

I will readily admit that I am not a Navy pilot training expert although I do consider myself an Air Force expert. I do realize that the best pilot training bases are derived from good weather, unencumbered airspace, and being free from population centers. Given the gulf coast weather, relatively heavy airline and general aviation traffic along the coast line and growing population centers why does the Navy rate so high? Shouldn't we consider additional costs associated with coastal operations -corrosion, search and rescue requirements, water survival training requirements, life support equipment, risk of drowning and salvage costs after mishaps? The Navy has requirements to train over water but not in the early stages of UPT-primary specifically. The cost of doing primary at a Navy base far outweighs the cost at an Air Force base and it is safer for the student inland. I postulate that primary pilot training for all of DOD could be done at Laughlin at significantly lower costs to the American taxpayer and at significant lower risk to the entire U.S. military and civil aviation community as well as citizens on the ground.

When the Air Force did its analysis they took the flying training mission ratings, which are suspect, and then averaged them to derive a score for each Air Force base. If we are going to average scores of the various flying training programs they should be weighted averages. We have generally over twice the instructors, students and aircraft assigned to primary pilot training. It is the most expensive flight training program, but the USAF weighs it the same as Panel Navigation a much cheaper program. That is not good logic or a sound analytical method.

Not enough weight was given to Airspace, Weather and Encroachment by the Joint Group and the results were just accepted by the USAF. The highest percentage was

47% of the score in Flight Screening. These are the three items money cannot buy. If we need hangars, aux fields, longer runways etc., we can buy them. Protect those things you can't control. There will never be an airspace problem in Del Rio. Can we say that about any other flying training base? The weather at Laughlin is acknowledged as the best. It won't change in lifetimes to come. There is no community buildup near the home field or auxiliary field. When the BRAC staff did their analysis they realized this and gave Airspace, Weather and Encroachment 70% of the pie. Logical!

WEATHER ATTRITION

BASE	1993		1995 PRIMARY	PLANNING FACTOR
	T-37	T-38		
LAUGHLIN	18.6	21.3	18.0	19.0
VANCE	22.7	22.4	23.3	22.3
COLUMBUS	22.5	22.9	22.9	26.0
REESE	27.1	27.0	19.8	27.0
RANDOLPH			15.0	19.0
CORPUS			22.2	18.0
KINGSVILLE			10.0	11.0
PENSACOLA			9.0	22.0

	PANEL NAV	
LAUGHLIN	18.0	19.0
VANCE	23.3	23.0
COLUMBUS	22.9	25.0
REESE	19.8	28.0
RANDOLPH	15.0	20.0
CORPUS	9.0	9.0
KINGSVILLE	10.0	11.0
PENSACOLA	9.0	10.5

1. Quote from 1993 Data Call on Reese AFB, "Weather attrition (high winds in the spring and highpressure altitude in the summer) is the highest of any UPT base" 1993 data which is 10 year averages supports statement while 1995 is underreported. 1995 reported planning factor supports that about 27% is correct attrition for Reese.
2. Randolph 15% attrition is based on PIT not UPT. No adjustment for solo students.
3. Do we really believe that Kingsville and Pensacola can do primary pilot training at 9 & 10 % attrition while all the other bases report 18% and higher?
4. Does the Air Force expect that Panel Navigation training flown in a Boeing 737 (T-43) by experienced pilots will incur the same attrition as Primary Pilot Training with solo students? See data. The Navy adjusted Corpus why didn't the Air Force adjust their bases. What is even more illogical is that Vance, Reese, and Randolph all report even higher planning factors for Panel Nav than Primary.
5. The Navy reports much lower attrition throughout. Is the coast that much better than the desert in terms of flying weather?
6. Air Force uses UPT/PIT attrition in all tracks, primary. fighter/bomber/ strk/adv etc. , Navy varies and in general is much lower. Again given the acknowledged inferior flying weather along the coast, why should these numbers not have been questioned by study groups?

AIRSPACE

What is magic about the more the better. That is how we rate airspace. It would seem that if a base has enough and if it's free from encroachment by others that should count for something. Moreover, it's distance from the home field and the efficiency that it brings to the training mission that is of far more importance than just a lot of airspace. Also, in Laughlin's case if they wanted more cubic miles they could get them. In the fighter/bomber case Pensacola claims 135,531 cubic miles, Kingsville 136,737 while Vance and Reese report 35,644 and 30,958. If they can do the job in less airspace why should they be penalized? Another important factor about airspace is being off the beaten path. There is no air service to the Laughlin area. Airliners probably never get closer than 100 nautical miles in any direction. There are virtually no population centers in the bottom of that airspace, an important factor when aircraft go down which they will. Unencumbered airspace is the best life insurance policy that we can provide to a solo student.

MTRs

Again the more the better. Why? In the primary track for example Vance reports 32 within 100 NM, Whiting 21 and Laughlin 10. Does Laughlin have enough? Of course. Why should they be given fewer points. In fact, when there are that many MTRs within 100 NM we should ask who else uses them and doesn't that suggest congestion of air traffic?

Other Primary Fields

Points are given for other airfields within 30 NM capable of supporting primary, fighter/bomber and other flying training missions. Why? Do we need them? These are not, I think, auxiliary fields as they have their own category. I don't want other fields within 30 miles of my base if I train primary students. Congestion, mid-air potential etc. We can fly out and back to obtain instrument approaches and strange field landings but bases within 30 miles seems risky. Why give points for this?

Adequate Training Facilities

Another how much is enough. What are we counting? If Vance and Meridian can adequately train in 26652 sq ft and 20385 of training facility space respectively why does Pensacola and Randolph report need 184,423 and 135,526. A little more might help Vance and Meridian but to compare to another base doing supposedly the same mission with 6 to 9 times the space seems excessive. Are they counting space used by other training programs that would have to be moved to free the space up for

that mission track? If more is better, shouldn't we undertake programs to build more in spite of need?

ENCROACHMENT

In the Joint Group Analysis, Randolph scores 5.0 and Pensacola 4.2. The BRAC staff gave Randolph zero (0) points out of 10. If the 5.0 and 4.2 are correct that's scary. I know how congested it is around Randolph. Pensacola, with more encroachment, still had the second best scores for a pilot training base. That seems out of touch with reality. Where does safety play for those in the air and on the ground? Laughlin received a perfect score of 10 from the BRAC staff.

LEVEL OF MAINTENANCE OPERATIONS

Incorrectly reported. Reese and Columbus are given credit for Depot level operations while the others are scored as Intermediate level. All UPT bases are the same. There may be some confusion over the fact that T-37s and T-38s have no Programmed Depot Maintenance (PDM) but in any case the bases do the same work on their aircraft. If I am wrong I'd like somebody to tell me as I have talked to former ATC/LG people and a former Kelly commander and they all agree with me.

HANGAR SPACE

Another how much do you need. Corpus reports 1,854,292 square feet. Wow! They score 9.9. Laughlin reports 151,346 they score 4.7. The total for 6 Air Force bases is just over one million. Corpus counted the Army Helicopter Repair Depot. Is that available to pilot training at no cost? Do we need over 12 times the hangar space at Corpus compared to Laughlin who still gets the job done. Randolph reports LSI and hangers which Kelly uses. They support UPT not just Randolph. Share the wealth. Sheppard reports hangar space from tech training. Was there any thought of efficiency? The logic throughout the DOD analysis favors large bases with multiple missions and lots of buildings, airspace, runways etc.. We count them all, give them points, and never assess a cost to moving the other missions or saying you don't need that much and are inefficient if you do. Another reason that the Navy scores so high is that they report approximately three times the hanger space at five fields compared to that reported by the Air Force at six fields. Efficiency?

Services

One area of the Cross-Service Training Group Analysis dealt with Services, basically number of units of military housing, BOQs and UEQs. The rationale was that "quality of life plays a significant role in determining installation compatibility with the training mission." I agree. However all the analysis did was count the number of units available without regard to the number of people assigned to the base and personnel assigned to other than the training mission.

Some of the scores assigned:

Sheppard -----9.2
Pensacola ----- 8.1
Columbus ----- 7.2
Randolph ----- 7.7
Laughlin ----- 6.6
Vance ----- 6.3
Reese ----- 5.9

Consider the last four Air Force bases:

Base	Military Personnel	UEQs	BOQs	Mil Housing
Randolph	5607	521	558	948
Laughlin	1326	400	222	654
Vance	831	442	247	230
Reese	1350	462	152	400

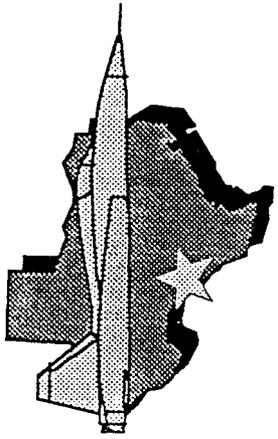
Anyone can see that the opportunity for military people to receive quarters on base is greater at Laughlin, Vance and Reese yet they score lower.. Later on in the Air Force Analysis color coding is assigned to On Base Housing. See Department of the Air Force Analyses and Recommendations -Volume V -Appendix 11 6.

Columbus -- Yellow +
Laughlin --- Green-
Randolph -- Red
Reese ----- Green
Vance ----- Green

Since the numerical data above was used in the Flying Training Mission ratings assigned in Volume V -Appendix 11 5, we have the interesting anomaly that the three rated lowest by the Joint Group -Laughlin, Vance and Reese are now green while Randolph and Columbus which were the top point getters are now red and yellow+ respectively. Completely reversed in the same USAF analysis. Explanation??

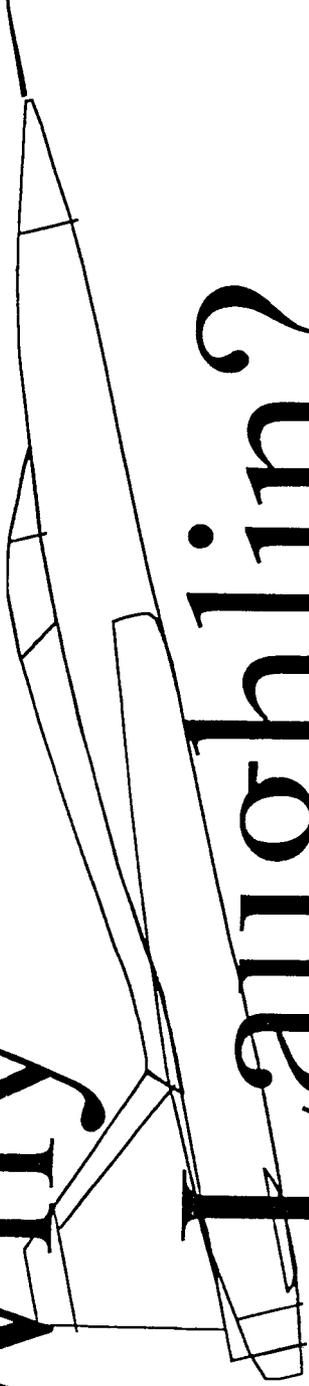
The most amazing is Sheppard scoring highest with 8034 UEQ rooms. I hope they have a lot, it is a big technical training center. What does that have to do with pilot training? Using the logic of the more the better, Vance, with empty rooms, should build more to score better as a UPT base. Again big bases with multiple missions and large numbers of personnel score highest because no one bothered to factor in that their were more people as well.

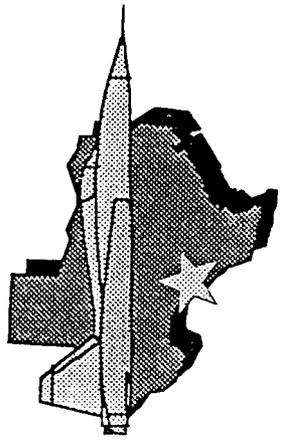
To further highlight some of the illogical aspects of the Joint Group Analysis, the services area in the flying mission rating for Panel Navigator is 8% of the total installation score. Weather, where we report 23.3 % cancellations is only given 7%. The analysis says we lose one in about every four missions and it's only 7% of the point total? The mission is flying !! Of course, we would never have 23.3% attrition and weather should be weighted more but why did all these inconsistencies get through? Why didn't somebody say "You won't lose 23.3% at Vance flying T-43s with rated and experienced pilots using weather radar and capable of flying state of the art coupled instrument approaches." ? These same things occur in virtually every flying mission area -primary, fighter/bomber, etc.. Who reviewed the analyses????



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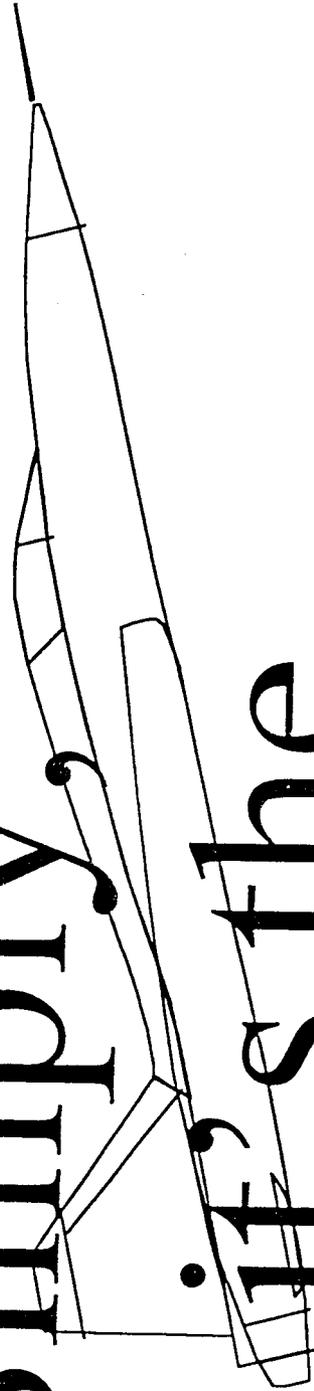
Why Laughlin?



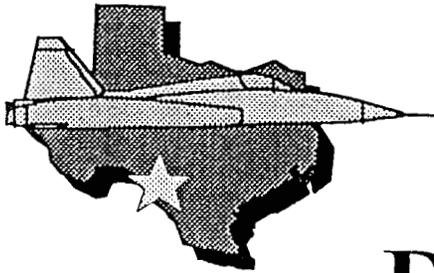


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Simply,
it's the



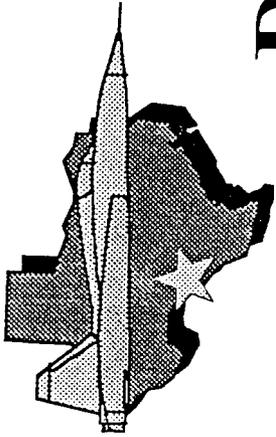
Best !!!



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DOD Joint Cross-Service Working Group Analysis

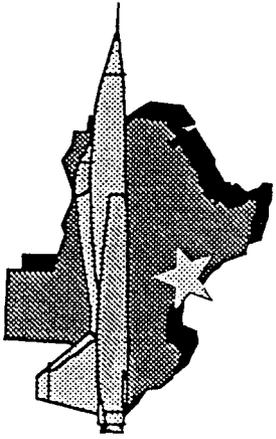
- 1. Flight Safety**
- 2. Reality**
 - Randolph**
 - Navy and Air Force**
 - Weather Attrition**
 - Hangers**
 - Airspace/MTRs**
 - Family Housing, BEQs, & BOQs**



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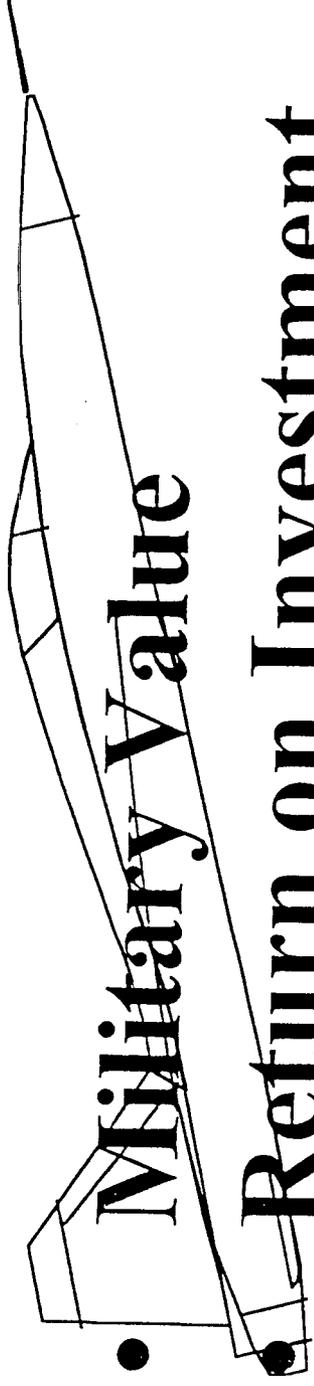
DOD Joint Cross-Service Working Group Analysis

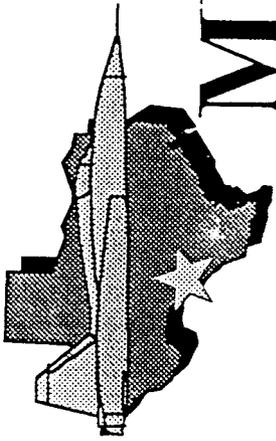
3. Flying Training Mission Ratings
4. Mission Factor Weightings
 - Weather
 - Airspace
 - Encroachment



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BRAC FINAL SELECTION CRITERIA

- 
- Military Value
 - Return on Investment
 - Impacts

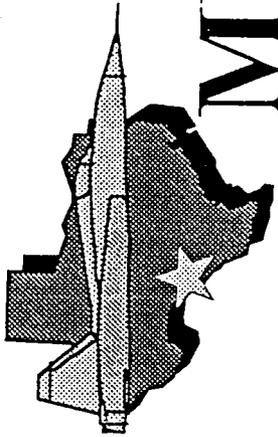


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MILITARY VALUE

“It should be noted that in an intensive flying training operation, airspace and weather are by far the most important factors. Without ~~airspace and suitable weather, the other factors become relatively insignificant.~~”

USAF Data Call, 1991



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MILITARY VALUE

“Of all the factors influencing flying training,
none are more important than ~~the airspace to do it in~~
and ~~the weather to permit it.~~”

ECI Consultants, 1994

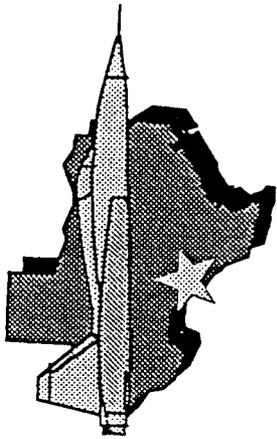


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WEATHER ATTRITION

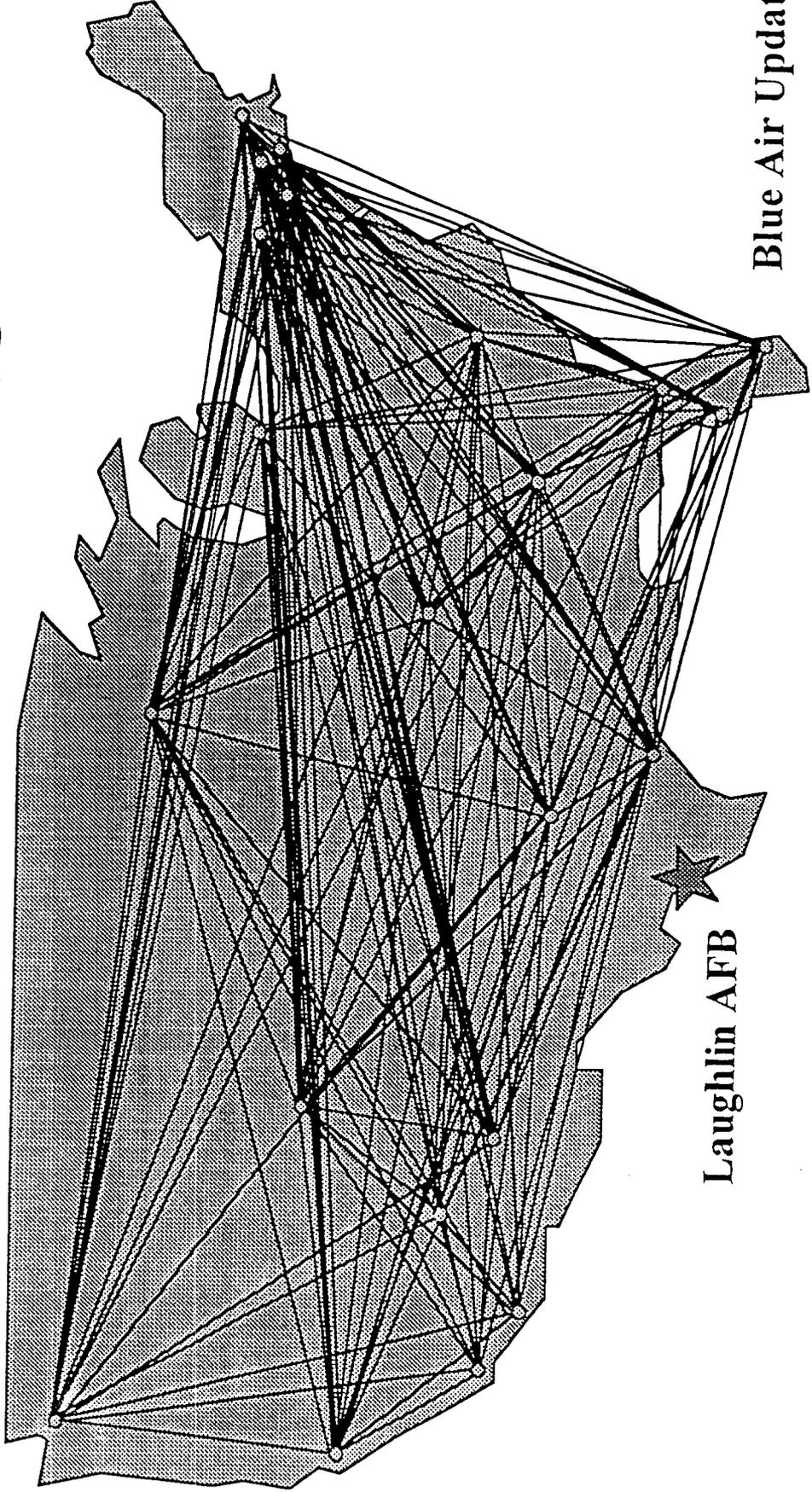
	<u>T-37</u>	<u>T-38</u>
LAUGHLIN	18.6	21.3
VANCE	22.7	22.4
COLUMBUS	22.5	22.9
REESE	27.1	27.0

10 year averages, USAF Data Call, 1993



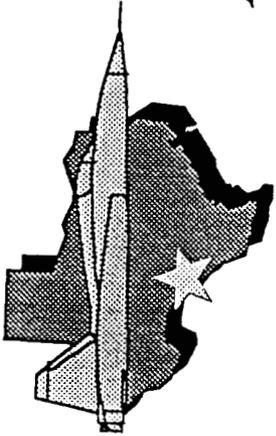
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SCHEDULED AIRLINE TRAFFIC



Laughlin AFB

Blue Air Update



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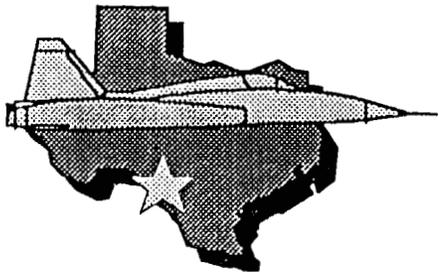
AIRSPACE COMMENTS

LAUGHLIN

OPS LIMITATIONS:

The largest USAF operation in Houston Center's area is at Laughlin AFB. According to Houston Center, the several hundred sorties generated at Laughlin are almost flawless. (Blue Air)

MAJCOM/Wing inputs



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SENIOR OFFICER TESTIMONIALS

**“There is no better place to train military pilots than
Laughlin AFB.”**

4 **ATC Commanders**

3 **Vice Commanders**

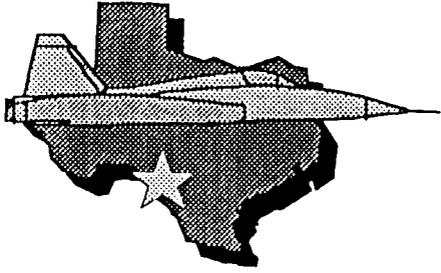
3 **Deputy Chiefs of Staff, Operations**

6 **Inspector Generals**

1 **Deputy Chief of Staff, Logistics**

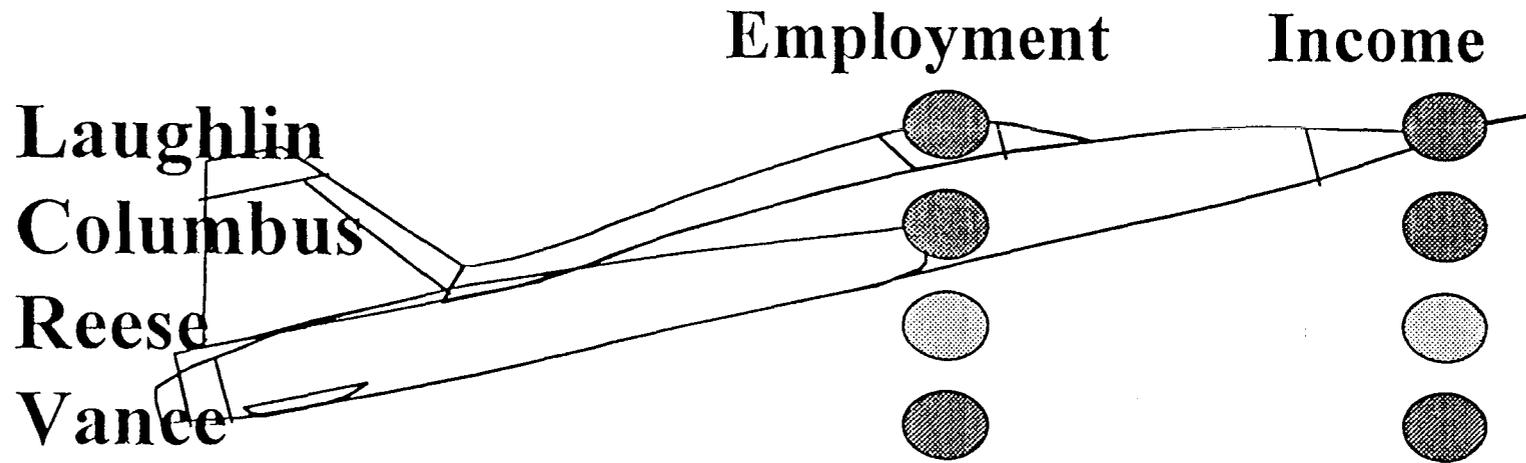
7 **Wing Commanders**

(Vance, Reese, Sheppard, Columbus)



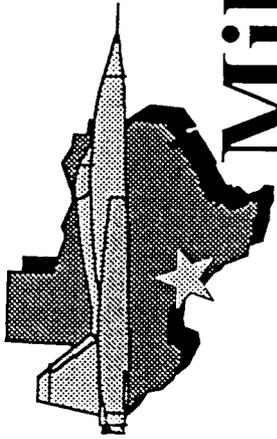
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Economic Impact



Green - Exceeds Historic High

Yellow - Within 50% of Historic High

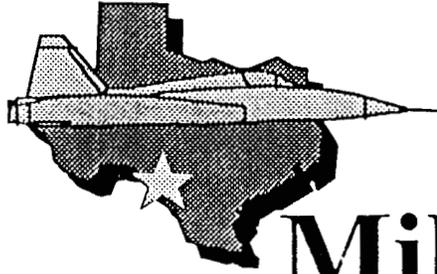


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Military Base Expenditures

Base	County	Total	
		Impact in Thousands	% of County Gross Product
Kelly AFB	Bexar	\$1,481,089	5.27%
Laughlin AFB	Val Verde	\$144,713	24.22%
Randolph AFB	Bexar	\$574,637	2.05%
Reese AFB	Lubbock	\$170,146	3.35%

Source: Texas Dept. of Commerce Office of Economic Transition

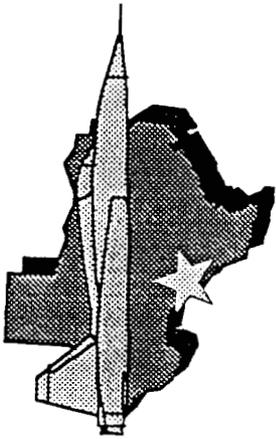


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Military Base Employment

Base	County	Direct Indirect Base Employment	% of County Employment
Kelly AFB	Bexar	40,784	6.46%
Laughlin AFB	Val Verde	3,747	21.66%
Randolph AFB	Bexar	15,365	2.43%
Reese AFB	Lubbock	3,160	2.79%

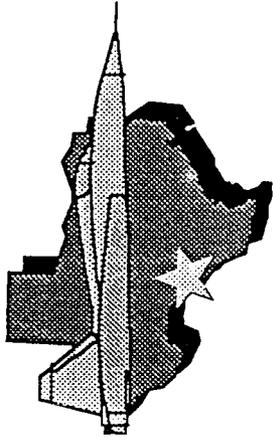
Source: Texas Dept. of Commerce Office of Economic Transition



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Economic Impact 1995 USAF Analysis

Base	Per Capita Income	Unemployment
Columbus	\$14,706	8.1
<u>Laughlin</u>	<u>\$11,167</u>	<u>14.2</u>
Randolph	\$17,284	6.7
Reese	\$17,185	5.7
Vance	\$17,398	5.6

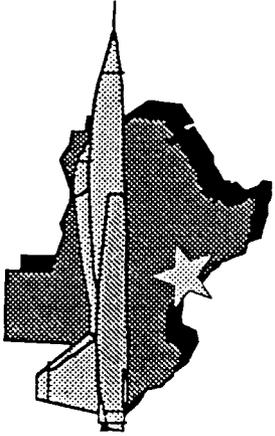


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Economic Impact 1995 USAF Analysis

Base	Area Employment	Job loss	Percent
Columbus	48,953	2,661	5.4
<u>Laughlin</u>	<u>16,109</u>	<u>3,368</u>	<u>20.9</u>
Randolph	730,857	13,992	1.9
Reese	132,010	2,702	2.0
Vance	32,341	3,028	9.4

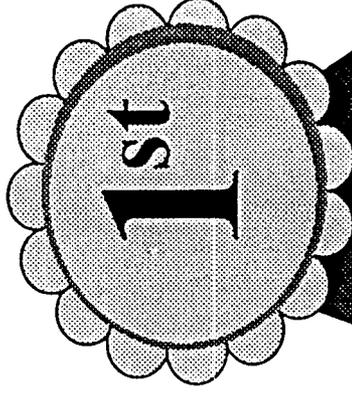
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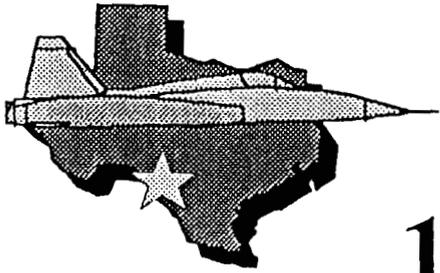


Laughlin

Everyone's

Number One

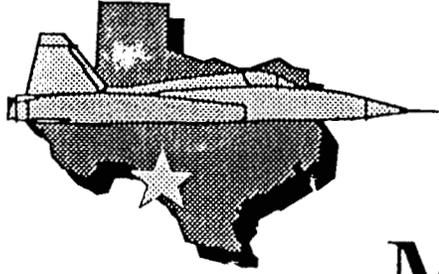




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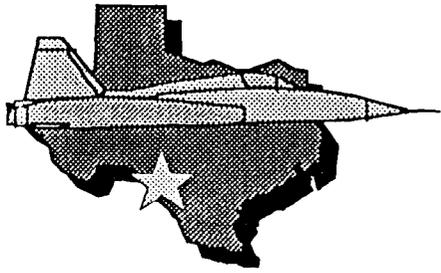
1991 BRAC Commission Air Force Staff Analysis

<u>Laughlin</u>	-----	<u>129</u>
Reese	-----	125
Columbus	-----	124
Vance	-----	122
Williams	-----	90



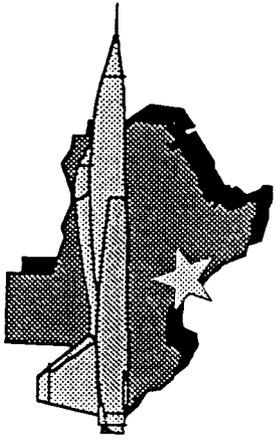
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South Texas
Military Facilities Task Force
ECI Consultants, Inc.

	<u>Salt Water</u>	<u>w/o Salt Water</u>
Kingsville	42	39
<u>Laughlin</u>	<u>39</u>	<u>38</u>
Corpus	41	38
Sheppard	39	38
Columbus	37	36
Randolph	35	34
Vance	33	32
Meridian	31	30
Pensacola	32	29
Reese	29	28
Whiting	29	26



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1995 UPT Analysis
Results Corrected
City of Lubbock, Texas

Base	Corrected Data	Corrected Data Icing Instead of Wind
<u>Laughlin</u>	<u>7.35</u>	<u>7.65</u>
Columbus	7.18	7.01
Reese	6.97	7.28
Vance	6.79	6.99



Del Rio Military Affairs Association

1995 UPT Analysis

BRAC Staff

Revised Weighting of Measures of Merit

	I	II
<u>Laughlin</u>	<u>7.8</u>	<u>7.4</u>
Columbus	7.2	6.4
Vance	6.7	6.3
Reese	6.4	6.3
Randolph	5.3	4.4

FAX COVER SHEET

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TO: Frank Cirillo

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FAX #: 696 0550

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REMARKS: We will deliver paper copy
in the morning



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC

01 JUN 1995

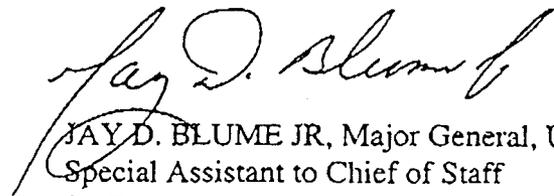
MEMORANDUM FOR BASE CLOSURE COMMISSION (Mr Frank Cirillo)

FROM: HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

SUBJECT: Response to Inquiry on the Impact of Icing on UFT Operations

Attached is the Air Force response to a Commission request for the impact of icing on UFT operations.

The attached information is certified true and correct to the best of our ability. If you have any questions concerning this issue our POC is Maj Malcomb, est 695-4667.


JAY D. BLUME JR, Major General, USAF
Special Assistant to Chief of Staff
for Realignment and Transition

Attachment:
Worksheet on Icing Impacts on UFT

WORKSHEET
HQ USAF/RTR

- PURPOSE:** To answer a question posed by the BRAC Commission staff member, Lt Col Beyer.
- QUESTION:** Calculate the number of training days per year when icing impacts operations at each UFT base.
- SOURCE:** USAFETAC/DS-86/001, Climatic Atlas of Icing Potential Over North America, January 1986, on file at USAF Environmental Technical Application Center (ETAC). The study was based on data from 1977 to 1980.
- METHOD:** Extracted from graphs the percentage of time when meteorological conditions required for trace to light icing were present. Multiply these monthly percentages by the number of training days for each month. Add the monthly totals to calculate the number of days per year when these conditions existed.
- CONCLUSION:** There is no direct data base which depicts the frequency of atmospheric icing. The source document provides a graphic presentation of icing potential, based on the frequency of occurrence of the meteorological conditions required for icing to be present. Therefore, this data provides a picture of the maximum number of days (worst case) a weather flight could forecast trace or light icing for each base. The data is for three altitude blocks: surface to 5,000 feet, 5,000 to 10,000 feet and 10,000 to 15,000 feet. The data for each level applies only to that level. Data can not be added or averaged between levels. Although the data below is for the entire year, the primary threat of icing at UFT bases occurs from October to March. Although the data was gathered between 1977 and 1980, it provides a representative picture because of the large number of observations in the data base.

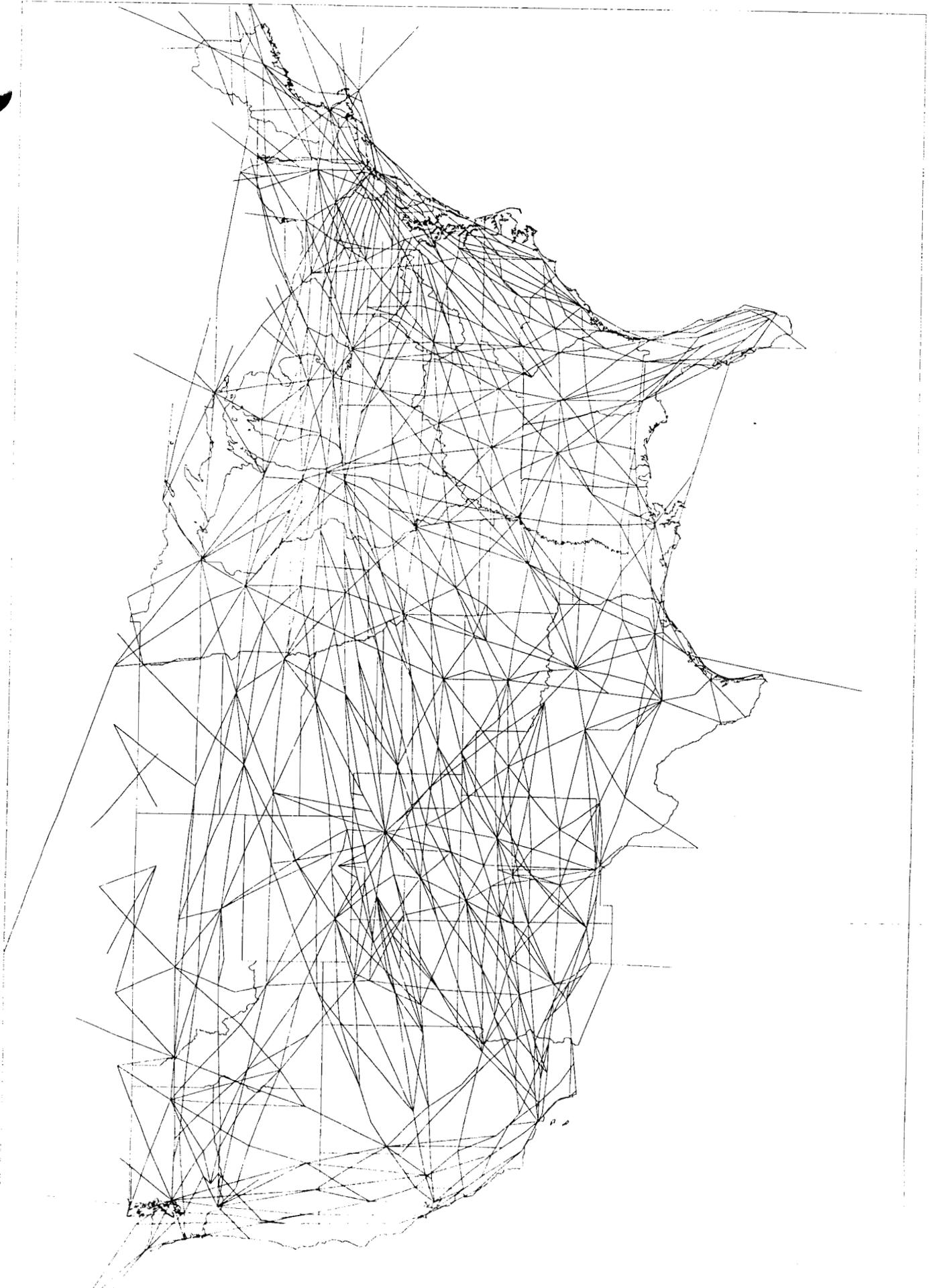
ANNUAL TRAINING DAYS WITH POTENTIAL FOR TRACE OR LIGHT ICING

Level	Columbus	Laughlin	Randolph	Reese	Vance
Surface to 5,000'	8.1	1.4	1.4	10.0	14.0
5,000' to 10,000'	32.0	25.0	19.1	31.0	35.3
10,000' to 15,000'	42.3	27.1	29.0	29.7	39.2





It is not within the FAA's purview to tell the military where they should base or train their flightcrews. Airspace and procedures associated with all Undergraduate Pilot Training (UPT) Bases have been in place for many years and they all work very smoothly. UPT traffic is segregated from almost all other traffic within the air traffic system. The UPT operations are conducted independent of commercial operations. Most enroute air carrier traffic is well above the altitudes used in MOAs and ATCAAs. ATCAAs normally extend to 26,000 feet and jet air carrier aircraft operate above 29,000 feet with many above 35,000 feet.



*1995 Defense Base Closure &
Realignment Commission*

AIR FORCE

**Final Deliberative Hearing
Book**

Mark A. Pross

Review & Analysis

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Columbus AFB, MS
Laughlin AFB, TX
Vance AFB, OK

C. Satellite Control

Onizuka AFB, CA
Lowry AFB, CO (Redirect)

D. Air Force Reserve (F-16)

Bergstrom ARB, TX
Carswell ARB, TX
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Homestead ARB (301st Air Rescue Squadron), FL (Redirect)
Homestead ARB (726th Air Control Squadron), FL (Redirect)

E. Air Force Reserve (C-130)

Greater Pittsburgh IAP ARS, PA
Gen. Mitchell IAP ARS, WI
Minneapolis-St. Paul IAP ARS, MN
Niagara Falls IAP ARS, NY
O'Hare IAP ARS, IL
Youngstown-Warren MPT ARS, OH

F. Air National Guard

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North Highlands AGS, CA
Ontario AGS, CA
Roslyn AGS, NY
Springfield-Beckley AGS, OH

G. Redirects

Griffiss AFB (Airfield), NY
Griffiss AFB (485th EIG), NY

AIR FORCE CATEGORIES

CATEGORY	NUMBER
MISSILES	4
LARGE AIRCRAFT	22
SMALL AIRCRAFT	15
UNDERGRADUATE PILOT TRAINING	5
DEPOTS	5
LABS & PRODUCT CENTERS	6
TEST & EVALUATION	4
SPACE SUPPORT	3
SATELLITE CONTROL	2
AIR FORCE RESERVE	14
AIR NATIONAL GUARD	12
ADMINISTRATIVE	4
TECHNICAL TRAINING	4

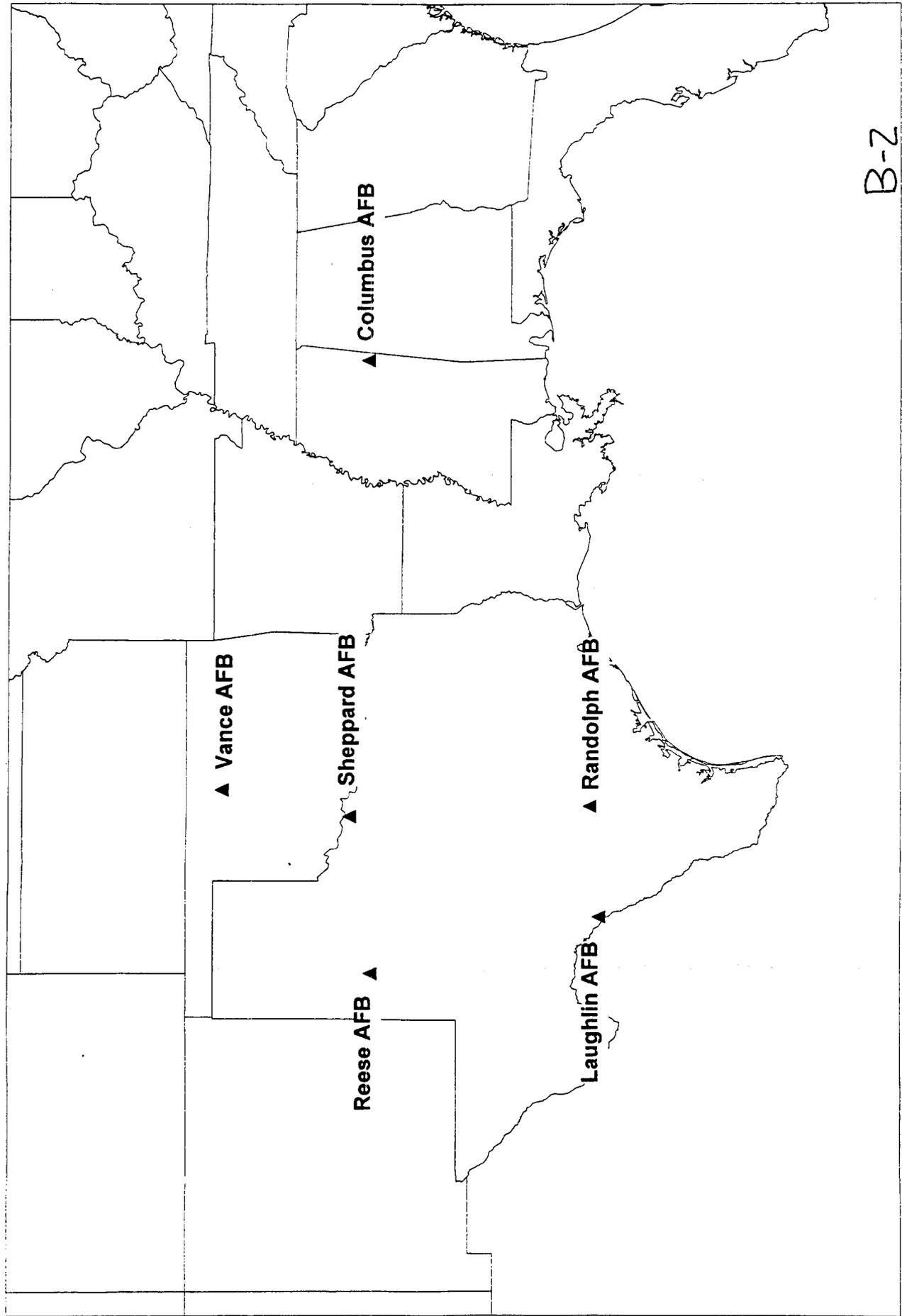
Highlighted categories have installations DoD has recommended for closure or realignment or Commission has added for further consideration for closure or realignment.

AIR FORCE
CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT) BASES

TIER	INSTALLATION
I	Columbus AFB, MS (*)
I	Laughlin AFB, TX (*)
I	Randolph AFB, TX
III	Reese AFB, TX (X) (C)
Excl	Sheppard AFB, TX
I	Vance AFB, OK (X) (*)

(C) = DoD recommendation for closure
(X) = Joint Cross-Service Group option for closure
(*) = Commissioner add for further consideration

Undergraduate Pilot Training Bases



B-2

Air Force UPT Capacity

- **Requirement increases 52 percent in six year closure period**
- **DoD Analyses**
 - **UPT-JCSG: Two of Three Alternatives Closed one AIR FORCE UPT Base**
 - **Air Force BCEG: Unacceptable Risk to Close Two**
 - **SECAF recommends one closure: Reese**
- **Air Force Capacity Concerns**
 - **Long-term requirements changing since SECDEF RECOMMENDATION**
 - **Comfortable through 6-Year closure period**
 - **Capacity model assumptions uncertain beyond**
 - **Excess consumed by transition to Joint Primary Aircraft Training System (2001-2011)**
 - **Unknowns: Air Force Reserve requirements, Pilot Retention, Airline Hiring, International requirements, Choice of new Joint Primary Aircraft Training System**

Air Force UPT Capacity

- Analysis based on meeting AIR FORCE Pilot Training Requirements
- Assumes 5-day work week to allow recovery capacity for unforeseen impacts
- Capacity expressed in "UPT graduate equivalents."

CAPACITY	
Columbus	408
Laughlin	424
Reese	392
Vance	396
Subtotal	1,620
Close Lowest	- 392
TOTAL	1,228

REQUIREMENT	
Bomber/Fighter	394
Airlift/Tanker	592
Fixed-Wing Upgrade	4
FMS	31
Subtotal	1,021
Intro to Fighter Fund.	57
TOTAL	1,078

Capacity
AF Pilot Training Requirement

1,228
-1,078
Excess 150 (12 %)

- Planned usage of excess capacity:
 - Instructor Crossflow (T-37 to T-38): -39
 - Joint Primary Aircraft Training System Transition -100
- Flight operations beyond 95% capacity will compromise training and safety

B-4

UPT BASE ANALYSIS

DOD RECOMMENDATION: Close Reese AFB and redistribute/retire all assigned aircraft.

COMMISSIONER ADD FOR CONSIDERATION: Study Columbus, Laughlin, and Vance FOR CLOSURE as a SUBSTITUTE for Reese.

CRITERIA	REESE AFB (C) (X)	COLUMBUS AFB (*)	LAUGHLIN AFB (*)	VANCE AFB (*) (X)
AIR FORCE TIERING	III	I	I	I
FORCE STRUCTURE	21 T-1A 48 T-37B 51 T-38	45 T-37B 57 T-38/21 AT-38	21 T-1A 48 T-37B 51 T-38	46 T-37B 69 T-38
FUNCTIONAL VALUE	6.22 (Red)	6.74 (Green)	6.50 (Yellow+)	6.67 (Green)
Air Force Staff Analysis III	6.2	6.9	7.2	6.3
Staff Analysis IV	6.1	6.7	7.1	6.3
COSTS: FIXED (\$ M)	78.5	74.8	84.2	69.8
Per STUDENT (\$ K)	245	237	245	232
ONE-TIME COSTS (\$ M)	46.4	58.6	56.2	53.3
ANNUAL SAVINGS (\$ M)	32.4	37.8	38.1	32.1
RETURN ON INVESTMENT	1999 (2 Years)	1999 (2 Years)	1998 (1 Year)	1999 (2 Years)
NET PRESENT VALUE	404.8	474.5	478.4	396.7
PERSONNEL ELIMINATED (MIL / CIV)	435 / 219	578 / 32	511 / 249	375 / 0
PERSONNEL REALIGNED (MIL / CIV)	655 / 223	704 / 299	711 / 611	565 / 95
ECONOMIC IMPACT (BRAC 95 / CUM)	-2.4% / -2.4%	-5.0% / -5.0%	-21.4% / -21.4%	-10.2 / -10.2%
ENVIRONMENTAL	Siting	Asbestos	Asbestos	Asbestos

(C) = DoD recommendation for closure

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = Commission add for further consideration

ISSUE
Weather

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Weather scored by assessing ceilings, crosswinds, and attrition rates Weighting factor < 15%	Icing more important than crosswinds Reese has option to divert to cross-town IFR airport Vance loses 4 days/year more than Reese	Icing accounted for in overall attrition rate figure T-38 operations unsafe above 82 degrees Fahrenheit Weighting factor = 30%
COLUMBUS	“ ”	Icing assessment not appropriate, use overall attrition rate only Best T-38 safety margin	Icing assessment not appropriate, use overall attrition rate only
LAUGHLIN	“ ”	Most important factor Laughlin has best weather, least attrition	Icing assessment not appropriate, use overall attrition rate only
VANCE	“ ”	Icing assessment not appropriate, use overall attrition rate only Use 10 year “Weather History” to better reflect High Capacity ops	Icing assessment not appropriate, use overall attrition rate only

ISSUE
Airspace

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Gave credit for <u>ALL</u> airspace bordering within 100 nm	Missed large blocks of airspace	Did not give credit for all airspace within 100 nm--only counted areas routinely used for UPT Agree with community, recomputed area
COLUMBUS	" "	Missed blocks of airspace shared with Meridian	Agree with community, recomputed area
LAUGHLIN	" "	Airspace meets requirements--more easily available if needed	Agree with community
VANCE	" "	Proximity provides most efficient training Highest volume of airspace in UPT	Agree with community

B-7

ISSUE
Encroachment

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	Small impact on Functional Value Weighting factor = 6%	Impacts safe training environment Encroachment nonexistent	DoD weight too small--large impact on safety, training Weighting factor = 20% Agree with community
COLUMBUS	" "	Impacts safe training environment Encroachment nonexistent	Agree with community
LAUGHLIN	" "	Impacts safe training environment Encroachment nonexistent, base remote from airline routes	Agree with community
VANCE	" "	18 % encroachment in Accident Potential Zone II, impact minor Zoning in-place to restrict future encroachment growth	Agree with community

ISSUE
Economic Impact

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REESE	-2.4 %	None	
COLUMBUS	-5.0 %	One of top ten employers in state \$214 M Impact severe on agricultural community	High economic impact
LAUGHLIN	-21.4 %	Closure would devastate Val Verde County (24 % County Gross Product) Unemployment now at 14 %	Highest economic impact
VANCE	-10.2%	Community recovering from oil industry decline	High economic impact

UPT BASE ANALYSIS

ISSUE	REESE AFB (C) (X)	COLUMBUS AFB (*)	LAUGHLIN AFB (*)	VANCE AFB (*) (X)
Pilot Training Capacity	392	408	424	396
UPT Base Fixed Costs	78.5 M	74.8 M	84.2 M	69.8 M
Variable Costs per Graduate	245 K	237 K	245 K	232 K
Air-to-Ground Gunnery Range	--	YES	--	--
Weather Attrition Rates (T-37/T-38)	27.1 / 27.0	22.5 / 22.9	18.6 / 21.3	22.7 / 22.4
Economic Impact	-2.4 %	-5.0 %	-21.4 %	-10.2%
Functional Value Air Force	6.22	6.74	6.5	6.67
Staff Analysis III	6.2	6.9	7.2	6.3
Staff Analysis IV	6.1	6.7	7.1	6.3

(C) = DoD recommendation for closure

(X) = Joint Cross Service Group alternative for closure or realignment

(*) = Commission add for further consideration

B-10

UPT SCENARIO SUMMARY

DoD RECOMMENDATION		COMMISSION ALTERNATIVE I	
Reese Air Force Base: <u>Close</u> . • 64th Flying Training Wing: <u>Inactivate</u> . • All assigned T-1, T-37 and T-38 aircraft: <u>Redistribute/retire</u> .		Columbus Air Force Base: <u>Close</u> . • 14th Flying Training Wing: <u>Inactivate</u> . • All assigned T-37 and T-38/AT-38 aircraft: <u>Redistribute/retire</u> .	
One Time Costs (\$M): 46.4 Annual Savings (\$M): 32.4 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 404.8		One Time Costs (\$M): 58.6 Annual Savings (\$M): 37.8 Return on Investment: 1999 (2 Years) Net Present Value (\$M): 474.5	
PRO	CON	PRO	CON
4th in UPT Functional Value Pressure Altitude and Runway Length impact T-38 ops MILCON Cost Avoidance High - Runways/Aprons - Environmental Lowest cost to Close	Closing a UPT base increases risk in meeting long-term Pilot Training Requirements Community Support Excellent - Medical costs - Lubbock Hangar - Family Housing Lease Off-Base Environment Excellent - Employment - Education - Housing	High NPV	2nd in UPT Functional Value Air-to-Ground Gunnery Range virtually irreplaceable T-38 operations not constrained by high temperatures Less flexibility in meeting increased pilot training requirements at other bases MILCON Cost Avoidance Low - Runways/Aprons Sound - Family Housing Excellent

UPT SCENARIO SUMMARY

COMMISSION ALTERNATIVE II		COMMISSION ALTERNATIVE III	
Laughlin Air Force Base: <u>Close</u> . • 47th Flying Training Wing: <u>Inactivate</u> . • All assigned T-1, T-37 and T-38 aircraft: <u>Redistribute/retire</u> .		Vance Air Force Base: <u>Close</u> . • 71st Flying Training Wing: <u>Inactivate</u> . • All assigned T-37 and T-38 aircraft: <u>Redistribute/retire</u> .	
One Time Costs (\$M): 56.2 Annual Savings (\$M): 38.1 Return on Investment: 1998 (1 Year) Net Present Value (\$M): 478.4		One Time Costs (\$M): 53.3 Annual Savings (\$M): 32.1 Return on Investment: 1998 (2 Years) Net Present Value (\$M): 396.7	
PRO	CON	PRO	CON
Highest operating cost Highest NPV	1st in UPT Functional Value Weather and unencroached airspace and airfields ideal for Pilot Training Less flexibility in meeting increased pilot training requirements at other bases Economic Impact Highest (-21.4%)	3rd in UPT Functional Value	Less flexibility in meeting increased pilot training requirements at other bases Lowest NPV MILCON Cost Avoidance Low - Runways/Aprons - Housing Economic Impact High (-10.2%) Community Support Excellent - Medical costs - Employment - Education - Housing

Backup Slides

B-13

Sheppard AFB UPT Capacity

- Euro-NATO Joint Jet Pilot Training Program (ENJJPT)
- Combines Air Force and NATO UPT in a modified program

REQUIREMENT	
Air Force	125
NATO	135
Subtotal	260
Intro to Fighter Fund.	25
TOTAL	285

CAPACITY	320	
PTR	<u>-285</u>	
	35	(11 % Excess)

- Planned usage of excess capacity:
 - Joint Primary Aircraft Training System Transition
 - Air Force overflow for Primary and Bomber/Fighter training tracks
 - NATO Requirements

B-14

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
STAFF ANALYSIS-III
CORRECT DATA

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	VANCE (*) (X) Closure
WEATHER	30	5.0	5.0	7.0	4.7
AIRSPACE	20	3.4	5.6	4.5	5.3
ENCROACHMENT	20	8.6	8.9	10.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	9.2
MAINTENANCE FACILITIES	10	7.4	7.4	6.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	7.8
TOTAL:	100	6.2	6.9	7.2	6.3
RANK:		4	2	1	3

UNWEIGHTED	SCORE	6.75	7.20	7.15	6.75
AVERAGE	RANK	3 Tie	1	2	3 Tie

(C) = DoD recommendation for closure (X) = Joint Cross-Service Group option for closure (*) = Candidate for further consideration

B-15

CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)
STAFF ANALYSIS-IV
DELETE ICING PARAMETER

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	VANCE (*) (X) Closure
WEATHER	30	4.6	4.7	6.9	4.7
AIRSPACE	20	3.4	5.6	4.5	5.3
ENCROACHMENT	20	8.6	8.9	10.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	9.2
MAINTENANCE FACILITIES	10	7.4	7.4	6.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	7.8
TOTAL:	100	6.1	6.7	7.1	6.3
RANK:		4	2	1	3

UNWEIGHTED	SCORE	6.68	7.15	7.13	6.75
AVERAGE	RANK	4	1	2	3

(C) = DoD recommendation for closure (X) = Joint Cross-Service Group option for closure (*) = Candidate for further consideration

ISSUE
Infrastructure and Community Support

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
REFESE	Runways, aprons rated third in category (F-15 standard) Off-base Housing inadequate Student/Teacher Ratio high Off-base transportation limited	Air Force rated runways, aprons "Satisfactory" in 1993 report Whole House upgrade 72% Employment/Education opportunities, low ratio Off-base low-cost housing abundant Medical care superior Quality of Life best in category, essential for retention	Some MILCON needed for runway/apron upgrades Some DoD data misleading Agree with community
COLUMBUS	Runways, aprons rated second in category (F-15 standard)	Inherent mission flexibility 96% students, 63% instructors live in on-base housing State is funding \$13.5M water/sewer hook-up to base Education opportunities Right-sizing health-care tied to community hospital support	Former SAC base Agree with community

ISSUE
Infrastructure and Community Support
(Continued)

BASE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
LAUGHLIN	Runways, aprons rated lowest in category (F-15 standard)	Three major upgrades since data call to runways and aprons Whole House upgrades underway Civilian Maintenance does all UPT engine work, won '93 Daedalions Trophy	Agree with community Infrastructure sound Former SAC base
VANCE	Runways, aprons rated highest in category (F-15 standard) Most cost-effective UPT base	Top installation--"Manicured" Umbrella Contract efficiencies Housing awarded four Oustandings Medical care top quality, \$15/visit Education support for member/spouse (25% / 50%) Rental Home program	Agree with community

UNDERGRADUATE FLYING TRAINING ANALYSIS RESULTS at TIERING (18 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	<i>Mission (Flying) Requirements</i>	<i>Facilities and Infrastructure</i>	<i>Contingency and Mobility</i>	<i>Costs and Manpower Implications</i>	<i>Return on Investment</i>	<i>Economic Impact</i>	<i>Community</i>	<i>Environmental Impact</i>
Base Name	I.I	II	III	IV	V	VI	VII	VIII
Columbus AFB	Green	Green	Yellow	171-333	1	3,423 (8.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	251-275	2	4,115 (27.1%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	2041-59	13	12,579 (2.0%)	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	151-259	1	3,446 (3.1%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	141-254	1	3,040 (11.6%)	Green -	Yellow +

UNCLASSIFIED

UNDERGRADUATE FLYING TRAINING | TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Columbus AFB

Laughlin AFB

Randolph AFB

Vance AFB

TIER III

Reese AFB

UNCLASSIFIED

AIR FORCE UPT

Slide B-2 (Map)

Mr. Chairman and Commissioners, I'd like to begin my remarks with a some comments about cross-servicing, and then address capacity, and then quickly hit the key issues.

The Secretary of Defense formed a Joint Cross-Service Group to study ways to reduce excess capacity in Pilot and Navigator undergraduate training programs by consolidation of Air Force, Navy, and Army Service-unique programs where it made sense to do so.

This group presented its alternatives for closure and realignment actions to the Services. Each service then performed their own analysis in determining their final recommendations to the Secretary of Defense.

The staff examined the efforts of the Services to integrate fixed-wing Pilot and Navigator Undergraduate Training, and finds the Air Force and Navy Training Commands have made great strides to consolidate training programs, reduce excess capacity, and retain those programs unique to each Service.

Please turn to SLIDE B-3.

Slide B-3 (Air Force UPT Capacity-1)

Capacity is the overriding issue in the Air Force UPT Base Category. Currently, the Air Force is operating its UPT bases well below capacity due to its delay in reducing pilot production during the draw-down. This delay has created an over-abundance of pilots, necessitating a large reduction in the pilot training rate in the short-term. Over the six year closure period, however, the Air Force plans to increase its pilot training requirements 52 percent as its pilot population returns to normal. DoD performed its capacity analysis based on this increased requirement.

The Undergraduate Pilot Training, or UPT, Joint Cross-Service Group concluded their analysis by presenting three closure alternatives to the Services--all of these alternatives closed Reese AFB. The Air Force Base Closure Executive Group rejected the alternative to close more than one UPT base due to unacceptable risk in meeting long-term requirements.

The Secretary of the Air Force recommended one UPT base, Reese AFB for closure.

On the 14th of June, General Fogleman, the Air Force Chief of Staff, reconfirmed the recommendation for closure of no more than one UPT base, stating, "Reese AFB is the right installation to close." Although he noted a single closure was a "reasonable risk," he did express some concerns about the capacity of the three remaining UPT bases "slightly outside the FYDP," or beyond the six year closure period.

These concerns reflect uncertainty in two areas, first, how much capacity will be consumed during the transition to the new Joint Primary Aircraft Training System in the years 2001-2011, and second, the assumptions that affect pilot training requirements such as Reserve Component recruiting, pilot retention, airline hiring, and NATO and international requirements.

Slide B-4 (Air Force UPT Capacity-2)

Please turn to SLIDE B-4.

This chart summarizes the Air Force analysis of UPT capacity after the planned 52 percent increase in requirements. Assuming the closure of the lowest capacity UPT base, the Air Force will retain a maximum capacity to graduate 1,228 pilots each year. The requirement for all fixed-wing pilot tracks is projected at 1,078. This represents an excess capacity of 150 pilots.

The Air Force considers this excess necessary in order to crossflow instructors from the T-37 to the T-38 and to account for the loss of capacity when the transition to the Joint Primary Aircraft Training System commences in the year 2001. The Air Force considers operations beyond 95 percent of a UPT base's capacity will compromise training effectiveness and safety.

The staff finds the closure of one Air Force UPT base to contain acceptable risk to the Air Force's ability to meet its pilot training requirements. The closure of more than one UPT base, however will simply not allow the Air Force to meet its pilot training requirements.

Slide B-5 (UPT Base Analysis)

✓ **Please turn to SLIDE B-5.**

✓ { **The Secretary of Defense recommended the closure of Reese AFB, the deactivation of the 64th Flying Training Wing, and the redistribution or retirement of all assigned aircraft. The Commission added Columbus, Laughlin, and Vance AFBs as possible substitutes for Reese AFB due to questions about the validity of Air Force and UPT Joint Cross-Service Group analyses.**

✓ { **The primary criteria for analysis in the UPT category are shown on this slide. The most significant are highlighted: the Functional Value of each base to perform the UPT mission, the costs involved in training pilots, and the economic impacts of closure on the local communities.**

- **Functional value analysis was conducted by the UPT Joint Cross-Service Group and the Commission Staff. Staff analysis produced two results due to differences in the use of the “icing” parameter. In Functional Value, Staff analysis shows Laughlin is clearly the highest rated UPT base, followed closely by Columbus. Staff analysis confirms the Air Force result that shows Reese with the lowest Functional Value.**

- **The most cost-efficient UPT base is Vance AFB owing to its umbrella base support and aircraft maintenance contract. It has the lowest Fixed Cost and lowest Cost per Student Pilot Graduate.**

- **In Economic Impact, the closure of Laughlin AFB would have the greatest adverse impact on the local community, followed by Vance.**

✓ **If there are no questions, I will address the specific issues relevant to the UPT category, first Weather.**

✓ **Please turn to SLIDE B-6.**

Slide B-6 (ISSUE: Weather)

The Secretary of Defense recommendation is based on analysis performed by the UPT Joint Cross-Service Group and utilized by the Air Force in arriving at their recommendation. The UPT Joint Cross-Service Group assigned values to several measures of merit in order to determine the Functional Value of each UPT base. Weather is one of these Measures of Merit. The value for weather was derived by assessing such factors as the ceilings of clouds, crosswinds, and UPT sortie attrition rates due to all weather phenomenon. The Joint Cross-Service Group assigned a weighting factor to weather of less than 15 percent.

Staff finds that 15 percent is insufficient for this vital attribute of UPT, and instead used a weighting factor of 30 percent. Since weather is something over which we have no control, those UPT bases with the best weather must be retained.

The Reese community argues that icing should be included as a separate factor since it is an important measure of a base's UPT Functional Value, and is more important than crosswinds which were measured separately. They point out that in regards to icing, Vance loses four days worth of training per year more than Reese. In regards to cross-winds, Reese has the option to divert to a nearby cross-town airport with minimal disruption in training.

The Air Force as well as the Vance and Columbus communities disagree, stating that attrition due to icing is already contained in the overall weather attrition factor. Crosswinds are considered separately because they not only account for attrition, but also for the quality of training.

The Columbus community also asserts they are the best suited for T-38 training due to the safety margin afforded by a long, sea-level runway. Laughlin claims the best weather conditions. Staff concurs with both.

If there are no questions, please turn to SLIDE B-7.

Slide B-7 (ISSUE: Airspace)

The next issue is the Airspace surrounding each UPT base that is available and used to actually accomplish pilot training. The UPT Joint Cross-Service Group gave credit for all airspace bordering the base within 100 nautical miles. Staff finds that this method counts large blocks of high altitude or long distance airspace never used for UPT training, and improperly skewed the results. Some bases were even given credit for another UPT base's airspace, thus double counting and distorting the resulting maximum capacity.

Staff instead only counted that airspace within 100 nm available and routinely used for UPT training at that base.

Each community complained about an improper accounting of their airspace by the UPT Joint Cross-Service Group. Staff concurred, and re-evaluated the airspace for each base. Vance has the highest volume and most efficient airspace configuration.

Staff finds no base is deficient in airspace. Capacity is limited rather by the maximum number of operations possible at the airfield each day.

Please turn to SLIDE B-8.

Slide B-8 (ISSUE: Encroachment)

Encroachment, like weather, is a vital factor for the safe and efficient conduct of UPT flight training operations. Increasingly, it is becoming beyond the control of the Air Force to protect its bases from encroachment by real estate development. Williams AFB was closed in the 91 round primarily due to this factor. The UPT Joint Cross-Service Group assigned a weighting factor for encroachment of 6 percent. Staff finds this to be insufficient, and instead assigned a value of 20 percent.

Laughlin claims to be free from encroachment, and its remote location places it a safe distance from airline routes. Reese and Columbus also claim to be free from encroachment. Staff agrees.

Vance has 18 percent encroachment in Accident Potential Zone II, a minor impact in the most distant area from the base, and claims zoning is in-place to restrict future growth. Staff agrees.

Weather, Airspace, and Encroachment accounted for 70 percent of staff analysis of UPT Functional Value, a direct measure of Military Value.

Please turn to SLIDE B-9.

Slide B-9 (ISSUE: Economic Impact)

This chart compares Economic Impact. Laughlin has the highest potential economic impact of 21.4 percent. Closure would devastate the economy of Val Verde County, where Laughlin represents 24 percent of the county's Gross Product. The community asserts unemployment is currently at 14 percent.

Vance and Columbus would both also suffer a severe impact.

Please turn to SLIDE B-10.

Slides B-10 (UPT Base Analysis)

This summary chart lists the primary issues in the UPT category for easy comparison.

If there are no questions, please turn to SLIDES B-11 and -12 for the Scenario Summaries.

Slides B-11 and 12 (UPT Scenario Summary)

This concludes my remarks.

Are there any questions?

B/U Slide B-14 (Sheppard AFB UPT Capacity)

Please turn to SLIDE B-14.

The Air Force Pilot Training Requirement of 1,078 previously cited is that portion of the total requirement assigned to the four UPT bases under consideration. The remaining requirement is assigned to Sheppard AFB, and is shown here.

Sheppard is the site of the Euro-NATO Joint Jet Pilot Training Program, and in accordance with international agreements, is excluded by the Air Force from consideration here. Sheppard has an excess capacity of 11 percent. This excess is needed to absorb increases by either the US Air Force or NATO, and to transition to the new Joint Primary Aircraft Training System aircraft.

I should note, however, that pilot production at Sheppard can only increase by 19 slots to remain below 95 percent of capacity. Sheppard is effectively at maximum capacity.